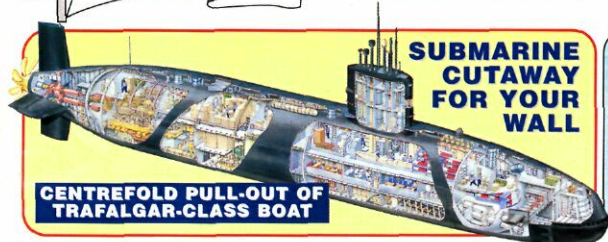


Navy News

AUGUST 1998

80p



**SUBMARINE
CUTAWAY
FOR YOUR
WALL**

**CENTREFOLD PULL-OUT OF
TRAFALGAR-CLASS BOAT**

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**Young
readers
supplement
inside**



Tomahawk fit to be extended

HMS TURBULENT is pictured at sea shortly before the Strategic Defence Review announcement that all seven submarines of her class will be equipped with Tomahawk cruise missiles. Previously it was intended to re-equip only some of the Trafalgar-class boats.

■ First Navy Tomahawks reach Britain – back page.
■ HMS Turbulent in our Ships of the Royal Navy – page 5.

EASING UP ON OVERSTRETCH



OVERSTRETCH, which has tormented the Navy through much of this decade, is set to be eased by decisions announced in the Government's Strategic Defence Review.

Changes which will lighten the burden include a rethink on tasking, and a Fleet reduction by three frigates and two submarines which, through redeployment of their crews, will help short-term gapping in the front-line.

"Ministers are determined to tackle overstretch and unmanoeuvrable billets, and so on 1", said the First Sea Lord, Admiral Sir Jock Slater.

A more flexible approach to programming ships and submarines would be made to match commitments and resources.

"We are shortly to introduce alternative arrangements for deploying our destroyers and frigates to the South Atlantic, the West Indies and in the Gulf so as to reduce the overstretch involved, while still

STRATEGIC DEFENCE REVIEW: THE FACTS

providing a strong presence in all three areas." Despite the reduction in hulls, the overall effect will be to ease the strain on the Fleet programme. The issues are explained in an exclusive interview with Navy News by the Assistant Chief of the Naval Staff, Rear Admiral Jonathan Band (page 18).

Other decisions will strengthen the RNR by ten per cent, and bring in more medical staff to restore the capability of the Defence Medical Services.

Much of the Review emphasises the need for greater force mobility with the growth and development of "jointery" in almost all aspects of the business of Defence – including what is described as "a new operational concept for the Navy."

The Review's conclusions – entitled Modern Forces for the Modern World – will result in net savings of an estimated £685 million by 2001, as defence spending approaches £23 billion.

The SDR maps out the maritime contribution to joint operations in which the RN will play a key role

■ Turn to page 19

The shape of things to come?

MAJOR force changes for the Royal Navy are centred on the confirmation by the Strategic Defence Review that the Service will receive two new carriers – up to twice the size of the Invincible-class – and significant expansion of amphibious capability.

This artist's impression of an early, baseline concept being considered as part of the Future Carrier Project, shows a vessel equipped with an axial flight deck combined with a 'ski-jump' to facilitate the STOVL (short take-off and vertical landing) version of the Joint Strike Fighter.

Propulsion would be by Integrated Full Electric Propulsion (IFEP) achieved by four gas turbines mounted in the superstructure, allowing



for greater hangar space below decks. Impressions of alternative concepts appear, with details of projected new force levels, in page 19.

The announcement that the Navy would revert to larger carriers better fitted for the strike role was predicted by Navy News even before the SDR got under way. The

Navy's amphibious force, seen by the Service as having a key role in today's world, will receive four roll-on, roll-off transport ships in addition to RFA's Sea Centurion and Sea Chieftain which are being built at present.

Overall force cuts include three frigates-destroyers and two S-class submarines.

GRAFTON SIZZLES IN A VERY HOT SPOT

IT'S GOT very hot for HMS Grafton in the Gulf – not that Saddam has turned the heat up again, but the soaring temperature has peaked at an extraordinary 56 degrees C, over half-way to boiling point.

The staggering reading was recorded on the Type 23's flight deck at Kuwait, and even by Gulf stan-

dards – where the average temperature for the time of year is about 40 degrees – it represents a heat wave as hot as it can get.

"It couldn't get much hotter than that and allow someone to take the temperature," said a Meteorological Office spokesman.

Sharing the sweltering conditions with the ship's company at one point was Commander Joint Operations, Lt

Gen Sir Christopher Wallace, who visited the ship for a working breakfast.

After leaving Kuwait, Grafton visited Al Jubail in Saudi Arabia, taking the opportunity for a passing exercise with the Saudi warship Hifteen.

The frigate has been very active in maritime interdiction operations (MIOFS) in support of UN sanctions on Iraq, both her boarding teams

being led by women officers – Lts Sophie Spooner and Jacqueline McWilliams.

During one period of MIOFS, Grafton was visited by the Commander UK Task Group, Rear Admiral Ian Forbes, who was able to see the boarding teams in action.

Later, at Dubai, a ten-day maintenance period allowed families and friends to fly out to join their loved

ones for a holiday.

Exercises in the Gulf of Oman with US, French and Omani forces, were next on the list – being a rare opportunity to transfer with the nuclear submarine USS Providence.

Later in the year the ship is due to visit Thailand, Malaysia, Singapore and South Korea, before returning to Portsmouth a few days before Christmas.

Falklands 'raider' drops in for a tea party ...

THE FIRST uninvited Argentinian aircraft since 1982 to enter Falkland Islands airspace landed at Mount Pleasant Airport – loaded with tea-bags as a goodwill gesture.

The Apache light aircraft, flown by Ernesto Barcella, also had on board 80 oranges and 35kg of flour, as well as the 2,200 tea-bags – one for each islander.

After being allowed to land, the unofficial and independent envoy was handed over to the Falklands police for immigration procedures.

Mr Barcella was later released, allowed to buy fuel and to fly back to Argentina where he was expected to face charges for contravening Argentina's aviation rules. He had misled the Argentinian authorities as to his destination.

A week later, on June 22, five Argentine warships and an ice-breaker were detected off the Argentine naval base of Ushuaia on Tierra del Fuego.

Their mission, however, was

peaceful – a wreath-laying ceremony in remembrance of the cruiser General Belgrano, sunk in the Falklands War by HM submarine Conqueror.

The ships included four frigates and the British-built Type 42 destroyer Hercules, which was escorting the Belgrano at the time.

■ For the first time since 1982, a delegation from the Directorate Naval Staff Duties visited the Falklands to meet their opposite numbers in the Argentinian navy.

The British contingent, headed by DNSD, Brig Robert Fry RM, included Capt Duncan Ferguson RN, Lt Cdr Jim Graham and the British Military Attaché in Buenos Aires, Col. Hamon Massey. The Argentinian naval staff was led by Rear Admiral Leonardo Steyerthal.



● HMS Grafton in the Gulf – she suffered temperatures of a staggering 56 degrees C in Kuwait.
Picture: LA(PHOT) Wette Wilkinson

Atlantic rovers return

LARGE crowds of families and friends were on the jetty at Portsmouth to welcome home two Type 42 destroyers returning from long transatlantic deployments.

They were welcoming HMS Newcastle, which had been on West Indies Guardship duty for eight months, and HMS Manchester, returning after six months as a member of NATO's Standing Naval Force Atlantic. After a short maintenance period and leave she will take part in the International Festival of the Sea at Portsmouth in August (see pages 26-27).

Drugs

While away the ship was involved in the major NATO exercise Strong Resolve and visited Canada, as reported in last month's Navy News.

Among Newcastle's tasks on deployment was assistance in detecting and deterring drug smugglers in the Caribbean, and providing other humanitarian aid in Anguilla, Jamaica, Dominica and on the volcanic island of Montserrat.

Meanwhile, an investigation is being carried out by naval detectives after about 54,000 worth of cannabis was discovered hidden on board the Newcastle.

Sailors found the drug by chance in a work area during a routine damage control exercise in June. Members of the RN's Special Investigation Branch were flown to the destroyer to begin their inquiries, including the fingerprinting of the 280-strong ship's company.

A Navy spokesperson said the thoroughness of the investigation was in line with the Service's "zero tolerance" of drug taking.

Canadians take over Upholders

BRITAIN'S four submarines of the Upholder-class will begin to transfer to the Canadian navy in about two years under a contract signed in June.

The deal, in which the Canadians will pay £226 million to lease the vessels, was finalised at Barrow-in-Furness, where the boats are stored. They are the last diesel submarines to be built in Britain, and were paid off in 1994 after brief service.

The four boats – Upholder, Unseen, Ursula and Unicorn – will be renamed by Canada, but a spokesman for their Armed Forces said not yet been decided upon.

Over the next two years the submarines will be brought to operational status, and their crews trained at HMS Dolphin.

Computer gift aids memorial

PLANS to establish a computerised memorial to the Britons killed in the Falklands War have been aided by the gift of hardware and specially designed software.

The memorial, promoted by Surgeon Cdr Rick Jolly RN (ret), of the South Atlantic Memorial Association, will be housed in the Falklands Chapel of Remembrance at Pangbourne.

The equipment is being supplied by Digital (Irvine) whose product engineer, Colin McKee, is a former LMEM(M) who suggested the donation.

Greenwich handover

HANDOVER of the Royal Naval College Greenwich to its trustees took place at a ceremony on July 6. Defence Secretary George Robertson signed the 150-year lease, passing control of the site to the Greenwich Foundation.

Walesa in the driving seat



FORMER Polish President Lech Walesa got back into the cockpit of power in rather a different way when he was one of the VIP guests welcomed on board HMS Invincible during the carrier's visit to Gdynia.

Mr Walesa is being shown the works by Sea Harrier pilot Lt Dave Hinch (right) of 800 Naval Air Squadron.

With his wife and three of his family, the leader of the Polish revolution was given a conducted tour of the carrier by her Commanding Officer, Capt James Burnell-Nugent.

A former shipyard electrician, Mr Walesa showed a particular interest in the ship's control room.

During her visit to mark the 80th anniversary of the Polish navy, Invincible welcomed 11,000 visitors on board, with people queuing around the clock.



Turbina's heir around the world

Cable & Wireless Adventurer arrived back on schedule at Gibraltar on July 3, having set a new record for circumnavigating the world by a powered vessel.

She covered 28,000 nm in 74 days, 20hrs 58min - beating the previous unofficial record of 83 days 8hrs 45min set by USS Triton in 1960.

The vessel's hull design is closely based on Sir Charles Parsons' Turbina, the first steam-turbine vessel that made a spectacular debut at Queen Victoria's Diamond Jubilee Fleet Review at Spithead in 1897.

The version shown here is by model maker Jack Henderson

of North Shields - the original Turbina's birthplace.

"Turbina was the fastest thing afloat at the time - 34.5 knots," says Jack. "Parsons was an engineer, not a naval architect, so he made models of his boat, now in the Newcastle Museum, powered by elastic bands!"

"I made mine from scratch - that is with no proper drawings, trial and error, after a lot of visits to the museum until I got a mental picture of it. I faced out a lot of the deck constructions - and if they didn't look right I altered them until they did!"

Cable and Wireless Adventurer went on to feature in the British Pavilion at EXPO 98, Lisbon.

DRONES PLAIN WILL MAKE A CLEAN SWEEP

ADVANCED unmanned drone vessels for minesweeping are being investigated by the MOD's Procurement Executive.

They will be used to carry special magnetic and acoustic generators through minefields to neutralise the sea mine threat.

The Bristol-based project team is issuing an invitation to tender to industry for a feasibility study into what is termed "Remote Influence Minesweeping".

Essentially, the drones would work by sending out influences which mimic the magnetic, electrical and acoustic signals of manned vessels - tricking the mines into detonating harmlessly.

Groups of four of these vessels,

operating along pre-programmed routes, would be used to clear routes through fields of even the most advanced mines, without risking the lives of crews.

Project manager Stuart Reid told **Naval News**: "Modern technology is increasingly being used in sea mines, which among other things will allow the sensor of the mine to look for specific targets."

"We will be looking at a mix of 'off the shelf' systems which will incorporate some of the very latest technology."

"There are remotely-operated drone systems in use by various navies - but we do not think any of these, in their current configuration, are capable of fulfilling our total requirement."

Any system chosen is likely to consist of four independent drones operated from one central control point - probably a Hunt-class vessel although they could be deployed from other "platforms of opportunity".

Rowers' big race

ROWERS and paddlers in this year's Great River Race on the Thames from Reading to the London Docklands on September 5 will make up a 300-strong fleet of competitors from all over the world. Contact Stuart Wolff on 0181 398 9057 for details.

IN BRIEF

USS Springfield, a Los Angeles-class nuclear-powered attack submarine, paid a week-long visit to Portsmouth, followed by another to Plymouth by the Spruance-class destroyer USS Arthur W. Radford.

Ex-HMS Solebay personnel have formed an association for all who served in the Battle-class destroyer from 1945-62, following a reunion at Portsmouth. Contact Malcolm Clarke on 0117 9436139.

PAYING off pennant of HMS Daedalus, Lecon-Santon, one of the oldest naval air stations in the world which closed in 1996, has been presented to the Fleet Air Arm Museum at Yeovilton by the Bristol branch of the F.A.A.

CITY of London branch of the Royal Marines Association was represented in Malaysia when Ken Grafham attended the 50th anniversary ceremony at Batu-Gajah cemetery in memory of those who died in the Emergency, which included members of 3 Cdo Bde, RM.

THIS year's Trafalgar Day service at Exeter Cathedral will be held on Sunday, October 18, led by the Archbishop of the Royal Navy, the Rev Simon Golding.

LAST year's Poppy Appeal, launched in a wave of publicity by the Spice Girls and Dame Vera Lynn, raised a record £17.2m - an increase of £1.2m on 1996.

DEVONPORT Naval Base came to the rescue of the biggest of the vessels in the Cutty Sark Tall Ships Race by providing ten large tenders to keep them apart and avoid them damaging each other's yards.

Cornwall's coming home

ROYAL Marines from 45 Cdo conducted a rapid roping exercise with HMS Cornwall's Sea King helicopter off the West African coast. The Type 22 frigate paid a return goodwill visit to Freetown, Sierra Leone in July and is due home at Plymouth in mid-August after a six month deployment. She is not due to be replaced on station - see page 18.



New library 'a massive asset'

SOME 70,000 naval books now have a new home at Portsmouth, fast becoming an international centre for maritime heritage studies.

Opening the Royal Naval Museum and Admiralty Libraries in the Naval Base, First Sea Lord Admiral Sir Jack Slater heard Museum Director Campbell McMurray describe the collections, including those of the City of Portsmouth and Gosport, as "a massive asset crying out to be exploited".

The new library is housed in the newly customised historic No. 12 Storehouse. The core collection remains in London while the hydrographic/navigational goes to the Hydrographic Office Archive at Taunton.

(Special feature to follow).

JACK ET JACQUES Le Véritable Chapeau de Napoléon

(Dans un souvenir shop à Alexandria, 1 Aout 1998)

"C'est le véritable chapeau de Napoléon, messieurs! Vraiment! Et c'est le vôtre pour vingt quid - ou deux cent francs. J'accepte aussi le Barclaycard."

"C'est une barge, Jack! Vous croyez?"
Mmm... Peut-être, Jacques. Il looks like un commun trily de circa 1966 to moi. Écoute - j'ai watched l'Antiques Road Show un few fois. Let moi handle this... Er, avez vous quelque chose de provenance, patron?"

Bien sûr, Excellence! J'ai trouvé un petit morceau de papier tucké inside, que dit: "Ceci est le véritable chapeau de Napoléon, qui a fait un solo light contre le feu on board L'Orient à Aboukir Bay, le premier Aout, 1798". Exactement 200 années ago, messieurs! Et regardez les burn marks - Napoléon ad tried to toast out les flammes avec le véritable chapeau! C'est incontournable proof!"

"OK, square. Je suis persuadé - voici le vrai quid!"
Peste! Inutile de dire que ça a été un véritable succès! Bonaparte n'était pas à Aboukir Bay en 1 Aout 1798. Il était deux cent miles away à Cairo, resting après la Bataille des Pyramides! Est ce ça, Jacques? Vous êtes certain?"
Oui! Je crois, anyway... Cet homme est un charlatan, Jack! Il est trying to rip nous off!"

(Jack pins le patron du souvenir shop up against! le mur)

"Le suis going to fill vous in, mooshy! Vous avez spun moi et mon ami un load de merde! Ce n'est pas le chapeau de Napoléon. Je suis going to push vos dents so far down votre throat that vous will need to enlever them from your derrière!"
OK! OK! Spare ma vie, je vous en prie. J'ai trois wives et quinze kids to support! Plus un très expensive bid sur le côté!"

D'accord. So vous donnez moi vingt quid - et aussi le "Véritable chapeau de Napoléon" - un mini ami et moi, nous quittons votre shop..."

(Dix minutes later)

"C'est magnifique, Jack! Vous avez put one over! Et nous sont vingt quid ahead!"

C'est better than vous croyez, Jacques mon vieux! Vous remercerez qu'il a dit "Napoléon" et "solo" dans le même breath! J'ai tout a coup recognised ce chapeau from la superbe cut spy TV series des 1960s, "L'Homme from Cairo". Napoléon Solo a worn it dans un episode set à Cairo quand le KGB tried to set 'im on feu avec un pocket flame-thrower cunningly fabriqués d'un Zippo lighter et d'un Smokeless nylon tube. C'est bound to be worth un few bob! Alors, le RN est triomphant dans la deuxième Bataille du Nil, n'est-ce pas?"
Mmm... Je suis bien content avec le World Cup, moi!"



Illustrations par



Summer show nets £20,000 for charities



● **CHIP OFF THE OLD BLOCK:** Admiral McAnally finds some familiar faces on the golf stand at HMS Sultan's summer show.

HM S Sultan's summer show set a double record – the biggest crowd and highest profit in the event's 20-year history.

The two-day annual show at Gosport drew a record 12,000 people and raised more than £20,000 for local charities.

Arena events included spectacular performances by a bird handler, The Royal Navy Raiders freestyle parachute display team, the Honda Imps junior motorcycle display team and Dingle Fringle's Clowntown Crimewatch Show.

Each evening the events concluded with a marching display followed by Beat Retreat and Ceremonial Sunset by a Royal Marines band.

The ever popular Volunteer Cadet Corps (VCC) Field Gun competition, contested over the

● **Four-year-old Connor Hayes finds a friendly pirate, LMEH Peter Hopwood, one of HMS Sultan's sailors who threw a party in traditional style for 300 handicapped children.**

two days, was won by HMS

Dolphin VCC. Before the weekend, a charity reception was held for 300 people and 300 handicapped children, where they were treated to a free funfair courtesy of Mr Peter Burnett of Burnett Amusements, Clamfield.

Guests at the weekend included Rear Admiral John McAnally, Flag Officer Training and Recruiting, and the Mayor of Gosport, Cllr Linda Barker.



Strike unites forces in the Falklands

EXERCISE Purple Strike saw a united effort from all three Services in the Falklands.

HMS Dumbarton Castle, HMS Edinburgh and RFA Gold Rover played a key role in the six-day exercise which involved soldiers from 1st Battalion The Light Infantry and Tornado F3s from 1435 F1 RAF.

The ships fought air defence exercises with the Tornados and ferried troops who moved ashore from Port Howard for a live attack on 'enemy' forces, aided by members of the FID.

● **Below: Cdr Chris Lade and Lt Chris Hocking from HQ BFFI, visit the old of Exercise Purple Strike.**



Drafty... The Supply Branch

Shore time nears the minimum level

THE TURNOVER of staff in the Supply Branch has been reflected in the make-up of its active service drafting team, which sees a complete change of personnel this year.

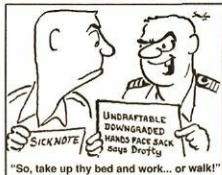
And just as the efficiency levels of ships and supply departments rise and fall as experience is gained and lost, people who correspond regularly with the team should not be surprised if some of their replies are not as instantaneous as before.

This year has also seen an accelerated reduction in the number of billets ashore for the branch, and in differing categories ratings at all levels from able rate to chief petty officer are at, or very close to, minimum time ashore.

This is efficient in manpower planning terms but it brings additional difficulties for the drafting officers and their staff as there is minimal flexibility in matching personal aspirations with the requirement to keep billets filled.

The Supply Branch has no permanent gaps at sea, but ashore gapping is running at about ten per cent for writers and stewards and about five per cent for stores accountants, chefs and caterers.

As the training establishments gradually lose their supply billets to Flagship Training Ltd staff, some of the billets will become filled, but recruiting is still on a knife edge and the branch does not expect significant gains to the trained strength in any branch except store accountant over the next year.



"So, take up thy bed and work... or walk!"

But the Supply School is producing appreciable numbers of ratings for Part IV training, which by 1999 will take place in the waterfront support areas under the auspices of the local base supply officers, or in their equivalent typed air stations at Yeovilton and Culdrose.

The whole supply branch Part VI training system is under review again, and when the decisions are made they will be published in Defence Council Instructions.

Squeezed

As branches approach minimum time ashore, there is an inevitable increase in those who are not available for normal drafting through reduced medical categories or attracting a recommendation through the Naval Personal and Families Services organisation for compassionate or restricted drafting.

In all branches, not just Supply, this increase puts further pressure on those who are fully fit to fight (after all, in the last resort that is what we have to do) and their sea drafts are extended or come round that much quicker.

So the drafting commanders are very keen for staff to ensure that those who are downgraded remain so for as short a period as is deemed necessary by the experts and return to normal drafting as soon as possible. If they remain unavailable for normal drafting for an unreasonably long time, consideration is given to the appropriateness of the rating remaining in the Service.

Recent better liaison between medical centres and drafting desks has resulted in more efficient management of medical categories and this is set to continue. This is a benefit to the branch as a whole and also to the individual whose employability will be better used.

Foreign service

Although the number of local foreign service billets is reducing, drafting is often frustrated when calling forward ratings who have expressed a preference for a LFS draft, often with the strong and personal backing of commanding officers, only to find that when they are nominated for drafting clearance for a particular draft that they no longer wish to go abroad.

So far, no non-preference LFS drafts have been issued by Supply Desks, but this situation may not always remain. The message is: keep your drafting preference form up to date!



"He was here just now - must be unpacking!"

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THE FOLLOWING are details of jobs for which the Naval Drafting Service is seeking volunteers.

□ **NA(AH)** for SHON, a sea-going billet based in Northern Ireland involving driving duties, required from February 99 for nine months.

□ **NA(AH)** for HMS Drake, a shore billet at Devonport, held firefighting/CSU party, from October 98 for 18 months.

□ **AEM** for HMS Sultan, a shore billet at Gosport, security duties, from October 98 for six to 12 months.

SITUATIONS VACANT

□ **AEM** for HMS Collingwood, a shore billet at Fareham, security duties, from October 98 for six to 12 months.

□ **AEM** for HMS Excellent, a shore billet at Portsmouth, security duties, from October 98 for six to 12 months.

□ **AEM** for HMS Cambridge, a shore billet at Plymouth, security duties, from January 99 for six to 12 months.

□ **AEM** for Britannia Royal Naval College, a shore billet at Dartmouth, security duties, from August 98 for six to 12 months.

□ **STD** for SM1, a Faslane-based five-year submarine service sea and shore billet, normal STD submarine duties, required from August 99.

□ **STD** for SM2, a Devonport-based five-year submarine sea and shore billet, normal STD submarine duties, required from August 99.

□ **LME(AH)** for NEPI, a sea-going billet based in the Falklands, ASD/JAG/ALAG duties will be arranged, required May 99 for four months.



Turbulent returns to flotilla

HMS Turbulent has been out of circulation for more than four years during her refit.

But now the Trafalgar-class fleet submarine is ready to return to duty, better equipped to fulfil her responsibilities than ever before.

The submarine was the second of her class, entering service in 1984, and her first commission saw her complete a number of patrols from the traditional hunter-killer domain of the North Atlantic to the warmer, shallower waters of the Mediterranean.

Now, fitted with the Royal Navy's most advanced sonar suite, Turbulent can gather huge amounts of information from the water around her, enabling

her to detect and track surface vessels and submarines without giving away her presence – the essence of effective submarine warfare.

Turbulent is classified as an SSN (ship submarine nuclear) attack submarine, and her ability to vanish beneath the sea means she offers a number of advantages over conventional submarines and surface craft.

The most obvious advantage is that she can be used for covert operations – there is no indication that UK forces are present, as her nuclear reactor provides propulsion, power and the ability to create water and fresh air – an electrolyser provides oxygen which is bled into the air supply while chemical absorbers remove carbon dioxide and other waste gases – without coming near the surface of the sea for weeks on end.

Coupled with the element of



● Back in business – HMS Turbulent pictured following her four-year refit.

surprise during conflicts, enemy forces would be completely in the dark about the extent of their adversary's presence and capabilities.

A Trafalgar-class boat's weaponry includes torpedoes, mines and anti-ship missiles, and a programme is under way to equip SSNs with Tomahawk land attack missiles, giving them the ability to hit targets far inland.

Finally, a submarine stands a far greater chance of surviving such operations, quite simply because it is difficult to detect

and therefore difficult to attack.

Turbulent's refit was undertaken by DML at her home port of Devonport, where she is part of the Second Submarine Squadron.

Post refit sea trials were conducted mainly off Scotland last year, and the 5,208-tonne vessel returned to sea in June under the command of Cdr Michael Davis-Marks.

She is now in the process of working up to her first overseas deployment early next year.

● New horizons – p14.

Submarine destroyed trains

THE NAME Turbulent has been given to five vessels over a period of almost 200 years.

The first was a 12-gun brig built months before Trafalgar in 1805.

An 181-ton ship, her career was brief as she was captured by the Danish in June 1808 at the Battle of Malmö Bay.

The second Turbulent again had a short career.

Originally destined for the Turkish navy, she was taken up by the Admiralty on the outbreak of the First World War and allocated to the 10th Flotilla as part of the Grand Fleet at Jutland.

She was rammed and sunk by a German ship, and in the process gained the first of the name's two Battle Honours.

Turbulent number three was accepted into the Navy in June, 1919, but was reduced to reserve the following year

and exchanged, with a number of other destroyers, for the old liner SS *Majestic* which served as training ship HMS *Caledonia* at Rosyth.

The fourth Turbulent, launched at Barrow in May, 1941, swiftly built up a formidable reputation.

A T-class submarine of 1,100 tons, she became one of the scourges of Axis shipping in the Mediterranean, winning the name's second Battle Honour.

Sailing from Alexandria on her first Aegean patrol in February, 1942, under the command of the legendary Cdr 'Tubby' Linton – a hugely talented officer who was to win a Victoria Cross for his endeavours – she sank between 65,000 and 90,000

tons of enemy shipping, and even destroyed two trains and some lorries using her 4in gun.

Her final patrol before she was due to return to the UK for refit proved one too many – on a roving patrol, for which the commander and crew had volunteered, she is thought to have struck a mine and sunk with all hands off Sardinia around March 15, 1942.

Facts and figures

Class: Trafalgar-class nuclear powered fleet submarine
Builder: VSEL, Barrow-in-Furness
Launched: December 1, 1982
Commissioned: April 28, 1984
Displacement: 5,208 tonnes
Length: 85.4m
Beam: 9.83m
Draught: 9.5m
Complement: 129 (14 officers, 52 senior rates, 63 junior rates)
Machinery: One Rolls-Royce pressurised water reactor, two GEC turbines, one shaft plus emergency motor with auxiliary retractable propeller, two WH Allen turbo generators, two Paxman diesel alternators
Speed: In excess of 25 knots
Armaments: five 21in torpedo tubes, wire-guided torpedoes, sub Harpoon anti-ship missiles
Affiliations: The Borough of Warrington; TS Obdurate, Warrington; TS Turbulent, Swindon; The Worshipful Company of Masters of Playing Cards; Oxford University Royal Naval Unit
Sponsor: Lady Deborah Cassidi

To order black and white postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary in the Business Department on 01705 826040

PICTURE PUZZLE

Mr D. F. Trigger of Tavistock, Devon was winner of our competition in the June edition. He identified the repair ship HMS *Berry Head*. The year was 1988, when she was towed from Devonport on the first leg of her voyage to the breakers.

His reply was picked at random, and he receives our cash prize of £30. For another £30, name this battleship and state her final role in the Royal Navy.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3NH. Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is September 15. More than one entry can be submitted, but photocopies cannot.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 42

Name
 Address
 My answer

■ Due to a filling error, the Mystery Picture in the May edition identified as HMS *Cambrion* was in fact HMS *Carysfort*. A second draw has been made from all those who made a correct identification, and the winner is R. H. Gillard of Loughborough, who receives £30.

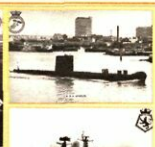


BATTLE HONOURS

Jutland 1916
 Mediterranean 1942



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Letters



Your call-up has been cancelled!

THE ARTICLE concerning Reserves filling the gap (Drafty, July) reminds me of the occasion when I returned home to find a buff OHMS letter awaiting me.

Vive les Welsh dragons!

MON cher Jacques - vous avez droppé un clinger énorme!

En 1066 et Tout Ca (Juin édition) vous dites que le dernier temps que Britannia s'est enlevée était 1066.

Oui, pour Angleterre c'est vrai - mais peut-être vous préférez le forger l'invasion du Février 1797 sur la côte du Pays de Galles?

Les soldats Français, sous le commandement d'un certain Col Tate, un vrai imbécile.

Americain, ils ont tous droppé leurs mouskés quand ils ont pris un shuffti d'un posse de femmes du Friesland led par un Welsh dragon formidable, Jemima Nicholas.

C'est parce que toutes les femmes, elles ont les kelps noirs et blouses rouges, le Welsh National Costume que ressemble l'uniform des soldats Anglais! Oui, c'est vrai - D.W. Watkins, Oxted.

This wasn't the usual one containing my monthly orders as a member of the RNRV. In heavy black type it pronounced: 'Urgent - Mobilisation'

The contents were quite specific. I was required to report immediately on board HMS Plying Fox at Bristol and a travel warrant was attached.

It was not entirely unexpected. War clouds were loomsing in China. As a former Hostilities Only rating I knew that only the week previously former shipmates in the Royal Fleet Reserve had received a cautionary stand-by.

I was getting my kit together when the telegram arrived. 'Cancel summons to join. Instructions being issued.' The rest of the story I learned from a BBC news item. Apparently recall papers were checked once a month at the same time monthly orders were dispatched. Someone had slipped up, locking the monthly orders away in the safe and despatching the call-up papers.

The first anyone knew about it was when the first rating arrived, dumped his kitbag at the top of the gangway and announced: 'I'm here!' - J.G. Hinton, Worcester.

Zimbabwe clipping

IN the April edition you published a photo of HMS 191, now abandoned in Stokes Creek.

Several years ago when Michael Melvin published his book 'Minesweeper' I sent for a copy

and found we had both been Chiefs in a couple of MMSS.

I live in Zimbabwe and at that time it was almost impossible to send money out of the country for anything, let alone for restoring an MMSS.

However, we kept in touch until he crossed the bar and I was sorry he could not complete his dream.

In Avondale, a suburb of Harare, I have a barber shop and on one of the mirrors I have a photo of 191 when she was still in commission. I'm waiting for the day when someone comes in and

says "Oh - a Mickey Mouse!"

I am the only member of the RNA here who served in the Royal Naval Patrol Service. - A.J. Hoy, Harare, Zimbabwe.

Bury thanks

MAY I thank, through your pages, all the ships, establishments and RNA branches who responded so generously to our raffle in aid of our new HQ building appeal? Over £2,000 was raised. - B. Garnham, Bury St Edmunds Sea Cadet Unit.

Drug testing deterrent compulsory for all, Navy

IN HIS letter (July issue) WO(CT) Shaw makes a valid point about the current lack of a Compulsory Drug Testing (CDT) programme within the RAF.

However, I am sure he will be pleased to learn that on July 20 I announced the introduction of CDT for the RAF from November 1 this year.

Following a drug awareness survey conducted in late 1997 the RAF reviewed its policy on drug misuse and the Air Force Board Standing Committee has now agreed that the RAF should fall in line with the RN and Army and adopt CDT from November 1, 1998.

The survey had found that almost 80 per cent of RAF personnel were in favour of CDT and a similar percentage thought that the effect of CDT would be to deter drug-taking in the RAF.

The RAF will implement a CDT programme by joining the existing RN/Army CDT infrastructure. Therefore, in the near future all sailors, soldiers, airmen and women will be subject to similar CDT regimes.

I believe that what will soon become a tri-Service CDT programme will provide an effective deterrent to any Armed Forces personnel who may be tempted to misuse drugs. - Dr John Reid, Minister of State for the Armed Forces.

Not getting us home

A JULY correspondent commented on the loss of leave warrants for most single shore-going personnel. Unfortunately this also applies to shorebased married personnel. The Navy's Get You Home package therefore helps some, but takes away from others.

Those who are most severely affected are those people who have to travel farthest, that is Scots and Irish, now that the Navy is predominantly a South Coast of England-based Service. Others who are out of pocket are those single personnel who, having taken the Navy's advice to buy property and are then drafted away from their homes, now find themselves having to fund travel which previously was a condition of Service.

Shortly, the AFPRB will probably recommend a small reduction in pay generally, to take account of the Get You Home package.

So those who have lost their wallets will thus lose out doubly. - Lt Cdr RN (name and address supplied).

Not the first in the Baltic...

'INVINCIBLE is first carrier in the Baltic'. So says the *Navy News* headline (July issue). It is saved from being wrong by the cautious first sentence: 'For what is believed to be the first time.'

In fact the first time a Royal Navy aircraft carrier entered the Baltic was in June, 1951 when HMS Indomitable, flying the flag of the C-in-C Home Fleet Admiral Sir Philip Vian and accompanied by HMS Cadiz visited Stockholm.

King Gustav VI Adolf of Sweden honoured the ship with a visit during which the ship's company marched

past. When the ships sailed after a spectacularly successful and enjoyable visit an enormous crowd waved us farewell from every vantage point.

It was during this departure that an absentee sailor from Indomitable was spotted in the crowd doffing his cap in inebriated homage as the ship passed.

The SAR Dragonfly (Aircraft of the Royal Navy No 21) was scrambled with a posse of Regulators on board. The sailor was arrested and brought back on board within minutes to the great amusement of the

ship's company fallen in for leaving harbour.

As always, you cannot win them all! - Rear Admiral J.H. Canill, Godalming.

DURING the Baltic naval intervention in 1918-19 both HMS Furious and HMS Victrola operated in the Baltic.

For the main part, I believe the aircraft were flown ashore and operated out of the area in Finland opposite Kronstadt.

Victrola ran aground in Björkö Sound in July 1919, was badly damaged and had to return to the UK for refit

and repair. - J. Leathes, Petersfield.

IN 1955 I was serving in the light fleet carrier HMS Triumph when we visited Leningrad.

After being led through the minefields of the Baltic by a squadron of Russian destroyers, we tied up to buoys specially laid as far up the River Neva as it was possible.

During our stay a storm blew up, resulting in the first floods in Leningrad for about 50 years. We actually dragged one of the buoys, resulting in the recall of the crew from shore leave to flash up and use the main engines to hold the ship away from the bank until it was secured.

It seemed like a bad omen - but the people of Leningrad took us to their hearts and gave us all good time. Lots of them had learned English through the BBC or wartime phrase books.

I still have a double framed photograph of Lenin and Stalin, given to me there by a child. - E.H. Harris, Bridgend, Mid Glamorgan.

HMS Bulwark was in Stockholm in 1971 and HMS Centaur in 1980. We are also reminded that HMS Triumph paid a visit to Leningrad in 1946 with Admiral Lord Fraser.

Ed. ● HMS Indomitable at Stockholm in 1951



Navy News

No. 529 45th year

Editorial and Business address: Leviathan Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

Editor: Jim Allaway

Deputy Editor: Anton Hankey

Assistant Editors: Dominic Blake and Mary Gray

Business Manager: Anne Driver

TELEPHONES

Editorial: 01705-294228/724163 Fax: 01705 838845

(Mil. PNB 24153)

Advertising: 01705 725082

Distribution and accounts: 01705 724226

Additional direct lines to all business departments: 01705-826040 (24-hour service)/291525

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Napoleon checked by Hero of the Nile

In the latest of his special articles to mark *The Nelson Decade*, Deputy Director of the Royal Naval Museum Colin White looks at the first of Nelson's three great victories. The one that made him an international hero - and sent the First Lord into a swoon...

ON OCTOBER 2, 1798 Capt The Hon Thomas Capel arrived at the Admiralty bearing momentous news. On August 1 a British fleet under Rear Admiral Sir Horatio Nelson had met with a French fleet in a bay close to the Rosetta mouth of the River Nile and had resoundingly defeated it.

The reaction of the First Lord of the Admiralty, Lord Spencer, was startling. He turned on his heel and then, without speaking a word, fell to the floor in a faint.

Lord Spencer was not a man given to fainting fits. But in the preceding months the tension had become unbearable. Knowing that the French were preparing a major expedition in Toulon, the Admiralty had decided to dispatch a special force into the Mediterranean to find out what was going on. For months there had been rumours of a great battle but no definite news.

And now Capt Capel was able to report a victory so complete that it was unique in the annals of naval warfare: out of a French fleet of 13 battleships, 11 had been captured or destroyed.

The French expedition was in fact intended for the invasion of Egypt - an attempt to strike at the vital English trade with India by an overland attack. In overall command was the brilliant young General Napoleon Bonaparte.

Sailing on May 19 with 31,000 troops in 400 transports escorted by 13 battleships, the French went first to Malta, which was captured in a few days, and from there to Egypt, where they arrived on July 1.

The Army was landed without opposition and by the end of the

month Egypt was under French control.

In the meantime, Nelson had been sent into the Mediterranean with a force of 14 battleships commanded by some of the most distinguished captains of the fleet. Mostly the same age as their admiral, and old comrades, they formed an elite team which worked together superbly - a 'Band of Brothers' as Nelson later termed them (quoting from his favourite Shakespeare play, *Henry V*).

But they could not find the French. They had no scouting vessels and, as a result, on one occasion they passed within a few miles of Napoleon's huge convoy without sighting it. Hearing that the French might be heading for Egypt they

the bay of Abu Qir, a few miles down the coast.

The French naval commander, Vice Admiral Brueys, had anchored his ships in a strong defensive line, close to the shoals in the bay, with its head defended by a castle and batteries on a promontory at the bay entrance. The sun was already beginning to set when the British were sighted and so he expected to have the night to strengthen his position further.

But he had reckoned without his opponents. The British pressed on, forming their battle line as they went, and by the time night fell the van of the French line was already under fierce attack.

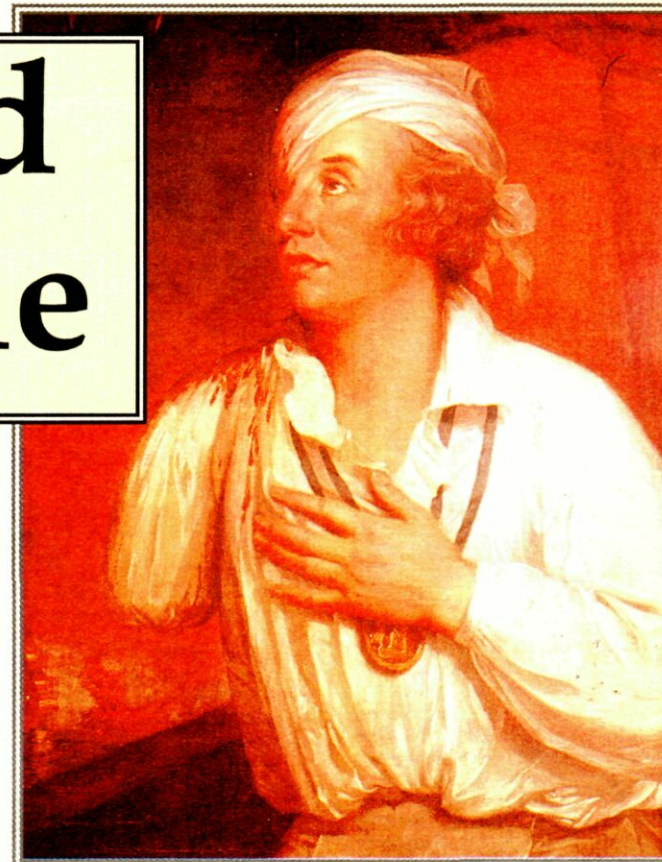
Nelson and his colleagues had

were unable to do anything to help their comrades. Instead they were forced to wait as the tide of battle rolled relentlessly towards them.

At the centre of the French line was Brueys' flagship, the massive 120-gun *L'Orient*. At about 9p.m. she was seen to be on fire and, despite the heroic efforts of her crew, it was soon out of control. The admiral was already mortally wounded and his flag captain, Commodore Casabianca, was also badly hurt. With him was his young son who refused to leave his father, thus inspiring the famous poem by Mrs Memams, 'The boy stood on the burning deck/ whence all but he had fled'.

Eventually, just after 10p.m., the fire reached *L'Orient*'s magazines and she blew up with a massive explosion that was heard by the French troops in Rosetta ten miles away. For a moment all fighting stopped and there was a stunned silence in the bay.

By now all the ships of the French van had been eliminated and the exhausted British were beginning to move towards the French rear. Nelson himself had been badly wounded some time earlier: a piece of shrapnel had struck him on the forehead causing a flap of skin to fall over his good



● Nelson, wounded at the Nile in HMS Vanguard, comes on deck to see *L'Orient* on fire (artist unknown). Taken from Nelson and the Nile (Chatham £25) by Brian Lavery.

eye. Not for the first time in his life, he thought it was a mortal wound and reeled into his flag captain's arms saying, 'I am killed. Remember me to my wife.' In fact the wound, though messy, was not life-threatening and within an hour he had begun penning his victory dispatch.

'Victory,' wrote Nelson, 'is not a name strong enough for such a scene'. When dawn broke on August 2, he could see that he and his men had inflicted a stunning defeat on their unfortunate opponents.

This spectacular victory gave new heart to all the opponents of Revolutionary France. At last the

apparently invincible French had been checked and all Europe heaved a sigh of relief. Nelson became an international hero and many rewards were lavished on him and on his men.

But perhaps the most important result of the battle was that it showed the world what a truly professional force the Royal Navy had become.

The importance of Nelson's leadership should not be underestimated but, as he was the first to point out, the battle had been won by the extraordinary teamwork of his well-trained and highly-motivated force.

'Victory is not a name strong enough for such a scene'

raced there - but their fast-sailing warships outstripped their quarry. They found Alexandria harbour empty and sailed away again. Two days later the French arrived and began landing.

Distracted with worry, Nelson combed the Eastern Mediterranean, desperately searching for clues. Then, finally, on July 28, he heard that the French had landed in Egypt. Another rapid voyage followed and on August 1 the British came in sight of Alexandria again. There they found the transports - but still no warships.

Then, just as they were beginning to despair of ever tracking down their elusive opponent, the news came that the French battle-fleet had been sighted at anchor in

often discussed how they would tackle their opponents and had made plans for every likely eventuality. So hardly any signals were necessary and each captain acted on his own initiative. As he led the way into the bay, Capt Thomas Foley of HMS Goliath noted that the French had left enough room between the shoals and their van-most ship for him to slip through, and so he pushed round on to the landward side of his opponent, followed by the ships immediately astern of him.

Nelson, flying his flag in the centre in HMS Vanguard, took the rest of his force down the outside of the French line. So, right from the outset, the French van was overwhelmed and crushed by superior numbers and firepower. And since the wind was blowing directly down their line, the rearmost ships

Somerset in salute at Aboukir Bay ceremony

HMS Somerset will sail into Aboukir Bay on August 1 to mark the 200th anniversary of the Battle of the Nile.

An ecumenical service will be held on board the Type 23 frigate to pay homage to all those killed and wounded on both sides, with wreaths laid by members of the Official Nelson

Celebrations Committee.

Some 5,325 of the enemy were killed and Nelson made arrangements to land more than 3,000 French wounded so that they could be cared for by their own surgeons.

British casualties numbered 218 killed and 677 wounded - including Nelson.

Organisations providing wreaths include the 1805 Club, the Society for Nautical Research, the Nelson Society and the Royal Naval Museum. Together, they are arranging an international conference on the battle at HMS Nelson on September 12, followed by a special Nile cocktail party in HMS Victory.

For further details contact Peter Warwick on 0181 947 9061.

The Royal Naval Philatelic Society is to issue a special limited edition of Nile covers with a stamp featuring Nelson's dog 'Nileus', named after the battle. See page 22.

● Wreaths for the Nile - left to right alongside HMS Victory are Peter Warwick of the 1805 Club, Lt Simon Lewis, First Lieutenant HMS Victory and Trevor Carpenter, of the Royal Naval Museum.



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People in the News



Matt shines at Sultan



THE INSTITUTE of Marine Engineer's silver jubilee medal was presented to Lt. Matthew Read during ceremonial divisions at HMS Sultan.

The medal is presented annually to the Marine Engineer Officer who achieves the best overall results from initial and professional training. Matthew (above) is now Deputy Marine Engineer Officer in HMS Exeter.

Gallipoli visit

TWO YOUNG officers from BRNC Dartmouth spent a week in Turkey after the award of a £1,000 memorial bursary from the Gallipoli Association.

S/Lts. Richard Hutchings and Francis Morgan, were selected to represent the college on a visit to the sites of the famous Gallipoli Campaign of 1915.

They have both studied the history of the campaign and helped to lay a wreath as part of the remembrance ceremonies, and gave a presentation to association members and guests in HMS Belfast on their return.

Death's door Marine wins battle for fitness

LIFE for Royal Marine Nik Redshaw is, he says, like standing on top of the white cliffs of Dover on a sunny day, putting your arms in the air and shouting "I'm alive!"

As interservice canoe champion and member of the Welsh national canoe squad, Nik (31) was enjoying life to the full when it came to a shuddering and catastrophic halt.

What appeared to be a simple migraine turned out to be more serious when he was diagnosed as suffering a near-fatal brain haemorrhage.

"On New Year's Eve I had just completed a Welsh national training session with my Canadian doubles partner Richard Barber when I began to develop symptoms which the doctors over the next 13 days diagnosed as migraines and head flu," he recalls.

He believes he owes his life to the dogged persistence of his wife Bethan who refused to believe the diagnosis: "Eventually I was CT scanned at Derriford Hospital in Plymouth and diagnosed as having suffered a brain haemorrhage. Two days later surgeons removed a mass of congealed blood the size of a fist."

The three-hour operation was a success and Nik is convinced that his fitness as a sportsman, his positive mental attitude and Commando training all contributed to his recovery sooner than expected: "They installed the cheerfulness, determination and will to carry on."

By Deidre Cleary

Not only is Nik back at work training young recruits at Lympstone, but he was so determined to get back in his canoe that ten weeks after major surgery he competed at a national doubles event and won by more than 50 seconds.

Amazing recovery

He said: "Already my vision is more acute, my hearing is better, my mobility is improved and I am no longer short of breath."

His amazing recovery was recognised by the Queen when she visited the Commando Training Centre earlier this year.

Nik leads a busy life. Not only does he have a three-year-old daughter, Megan, but he is studying for a degree in psychology from the Open University which sponsored him and his new doubles partner Tim Trollope at the British Open University Championships.



● Cpl Nik Redshaw with the Queen during her visit to CTCRM

There, the duo took the silver medal, which has qualified them for the world championships in Metz this month.

The Navy and the Corps has been very supportive in Nik's recovery process and are among the sponsors in his quest for future success at national and international level.

Others supporting him include Peak Performance and DHL World Courier Services and he is also grateful for the help he received from the Brain and Spinal Injuries Charity (BASIC).

□ The Brain and Spinal Injuries Charity's confidential phone line is 0870 750 0000.

Payton placed in command

COMMAND of the Public Affairs Branch of the Royal Naval Reserve has passed from Cdr David Carpenter to Cdr Philip Payton (below).

The branch was established from former serving naval officers in 1985 to boost the Navy's public relations effort during operations and time of war.

PAB members have served in the Gulf, the former Yugoslavia, the Adriatic and more recently in Bahrain, during Operation Bolton.

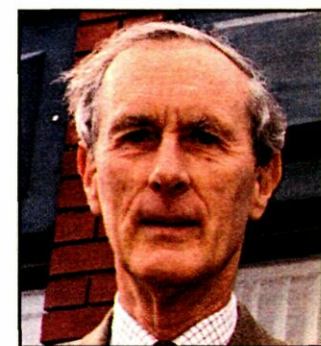


Benevolent Admirals

REAR ADMIRAL Tony Norman has succeeded Vice Admiral Sir John Webster as President of the RNBT.

Admiral Webster served for seven years, one of the longest serving Presidents since the Trust was founded in 1922.

During his tenure, Trust funds rose from £11 million to £24 million. Admiral Norman (below) joined the Navy as a seaman officer in 1948, and retired in 1989, and was bursar of St Catherine's College, Cambridge, until 1997.



No fear of failure



THE MERCHANT Navy officer's Union NUMAST has voted 22-year-old Simon Fear 'most worthy' cadet of the year.

Simon, from Devon, was nominated for the award by Warsash Maritime College for his "outstanding commitment and dedication, caring attitude towards fellow students and strong character."

Simon (left) joined the RFA in 1994 and has served in tankers, supply ships, landing ships and strategic sea-lift ships, and is currently in RFA Sir Percivale.

RECRUITING ARM REACHES AS FAR AS ST HELENA

NEVER MIND the long arm of the law – when it comes to getting their man, Navy recruiting officers Lt Dave Saxby and Lt John Barker know no limits.

They travelled 1,200 miles off the coast of Africa and 1,800 miles east of South America to the tiny island of Saint Helena on their latest recruiting campaign.

And the first of 25 prospective recruits for the Services have just passed out of basic training at HMS Raleigh.

The first batch from St Helena joined

Raleigh and the Commando Training Centre in May, and a further entry to both establishments is expected this month.

The men have been very well received, with most coping well despite a degree of culture shock – one arrival at CTC remarked that the train that pulled into the station there was the first real one he had ever seen!

● Lt John Barker and Lt Dave Saxby with one of the first recruits from St Helena to pass basic training at HMS Raleigh.



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People in the News



Tracy's Palace honour

AT 28 Tracy Carey is a young achiever who has been honoured at Buckingham Palace.

Tracy, an RNR petty officer, joined the Reserves Operations Branch ten years ago and is now a new entry instructor at HMS Northwood, the RNR establishment in Middlesex.

She received her Young Achievers award for her RNR work, which has included training in Norway and assisting at the Royal Tournament.

Tracy, who is also a full-time health and safety manager, said of her palace visit: "I felt very proud to be one of the few present in uniform, particularly when Prince Charles came over to speak to me for some time on my Naval experiences".



Two in a row for HMS Vivid

THE SOUTH West's RNR training centre in Plymouth has won a prestigious trophy, marking it as the best of the 13 centres around the UK for the second year running.

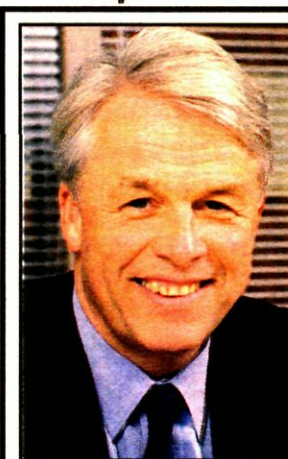
The Commanding Officer of HMS Vivid, Cdr David Bernard, said: "The Thornycroft Trophy recognises all the achievements of HMS Vivid in the past year."

● *Model of professionalism - LMA Kelly Stanton, of HMS Vivid admires the Thornycroft Trophy.*

"It recognises the consistently high standards of professionalism and the vitality of all the officers and ship's company".

The trophy is handed out annually to the best of 13 centres around the country, where Reservists work to support the Royal Navy at jobs including communications, seamen and public affairs personnel.

The 200 Reservists come from all walks of life and from as far as field as Falmouth and Taunton.



● *Admiral Gretton - top job in Duke of Edinburgh's Award scheme.*

New head of award scheme

VICE ADMIRAL Michael Gretton is the new Director of The Duke of Edinburgh's award scheme. He succeeds Maj Gen Michael Hobbs who has retired.

The Duke of Edinburgh's Award began in 1956 and gives young people aged between 14 and 25 an opportunity to experience challenge and adventure, acquire new skills and make new friends.

Admiral Gretton said: "I am delighted to be joining The Duke of Edinburgh's Award at a time when it is increasing in popularity. I see exciting opportunities to reach an even wider range of young people."

THE FLYING HAWKINSES



● *The flying Hawkineses - (l-r) Sqn Ldr Rod Hawkins, LAEM Jack Hawkins and Lt Cdr Jim Hawkins.*

DURING a 'friendly' fighter exercise, using Hawk Jets from Culdrose, there was an unexpected meeting between father and son.

Father being Sqn Ldr Rod Hawkins of 31 squadron RAF, and son being LAEM Jack Hawkins of 849 Naval Air Squadron.

And by another coincidence, the

Sailor braves sharks to save shipmate

A SAILOR on board HMS Somerset has received a bravery award for rescuing a woman shipmate from shark infested waters in the West Indies.

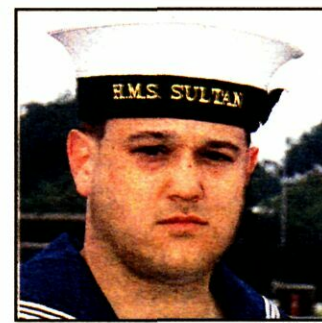
LMEM Tim Bassett has been presented with a Testimonial on Vellum by the Royal Humane Society.

He jumped into the harbour while Somerset was alongside Nassau in the Bahamas, to save the female rating who was struggling in the water.

Although he had no life-saving training, he managed to keep the woman afloat until help arrived.

When he emerged from the water he was suffering from shock and had to be taken to hospital for observation.

He was presented with the award by Rear Admiral John Trewby Chief Naval Engineer Officer at HMS Sultan, where Tim is completing his LMEM course.



● *LMEM Tim Bassett.*

Man in half a million

CY Michael Fuller has received a very special award at a ceremony held in London.

He was presented with his National Vocational Qualification level 4 in administration and is the 500,000th administration NVQ candidate to pass.

The award to Michael was made by Education Minister Baroness Blackstone at the launch of the Council for Administration in London.

Mark's design hits the target

LAEM Mark Howkins of HMS Sultan has received a £220 GEMS award after he designed a test set of the Chucker II target sequencer.

Mark joined the Navy in 1990 and produced his design while serving as a member of the Fleet Target Group at HMS Osprey.

He was presented with the award by Commodore John Clayden, Commanding Officer of HMS Sultan.



Coincidentally, that's us!

MARK AND DARREN Collins are in no way related, but have found their career similarities astounding.

The two sub-lieutenants (Mark, left and Darren, right) both joined the Navy in 1985 on the same day, and held consecutive official numbers, too.

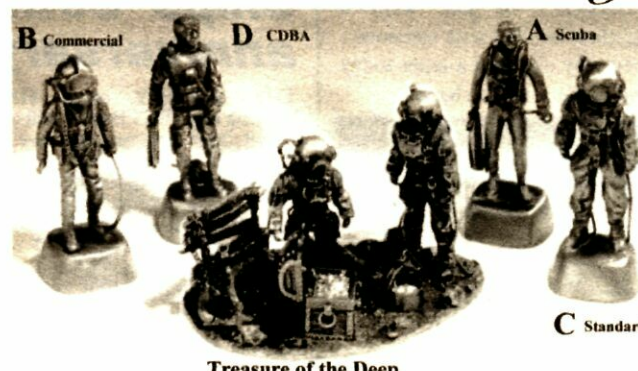
They trained together as weapons engineering artificers and have both attained the rate

of CPO before selection for promotion.

Neither had any idea they would end up training together again, once more with consecutive official numbers this time as Engineer Officers.

The Collinses have now joined the Weapons Engineering Training Establishment at HMS Collingwood for professional application courses.

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PENFRIENDS

Would you like a Naval Penfriend?

A ten word advertisement
in this column costs from as little as £10.

Due to great demand we will now accept advertisements of up to 15 words in the penfriend section. Each additional word costs £1.

HOW TO ADVERTISE: Simply write your message (MAX 15 WORDS) enclose cheque/PO for £10 (or more depending on the number of words) and send to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4)

HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

BRUNETTE, 34, slim, attractive, caring, seeks tall, honest serviceman - Please write. BOX AUG 1

34YR SINGLE female, funloving enjoys sports, travelling, eating out etc. BOX AUG 2

ROSEMARY 55, divorced seeks male penpal for friendship/relationship. BOX AUG 3

FRIENDLY, INTELLIGENT, presentable lady, 39, seeks similar gentleman officer for friendship/ romance BOX AUG 4

MALE 27, CIVILIAN, well spoken, strong, understanding, seeks caring, feminine, female for LTR BOX AUG 5

HELP! FUNLOVING girl GSOH, 24, bored with junk-mail. Please write & save me lads! BOX AUG 6

SUE AGE 40, wants penfriends any age - GSOH essential. BOX AUG 7

SHARON, 36, Attractive, Nurse/Therapist seeks Naval penfriend, SR preferred. BOX AUG 8

HAMPSHIRE BASED lady 55 divorced, seeks caring honest Naval penpal. BOX AUG 9

FEMALE - TALL dark handsome 30 to 40's good sense of humour. BOX AUG 10

CATHY ATTRACTIVE, brown hair, petite GSOH. 30's seeks sincere penpals. BOX AUG 11

HELLO SAILOR, 30ish redhead 5' 4" & blonde 5' 7 1/2" mad SOH BOX AUG 12

HUNKY, LOVING group of guys seek females (16-25) to share lifes secrets. BOX AUG 13

HANTS BASED Widow 60's seeks sincere male for friendship. BOX AUG 14

SINGLE PARENT (36) professional seeks to correspond with witty mature gentleman. BOX AUG 15

JULIE 38, single Air Stewardess, seeks officer for friendship/romance. BOX AUG 16

CUDDLY VIVACIOUS female 28, 5'4" sensitive, shy, needs laughter. BOX AUG 17

WIDOW 41, with one child, seeks unattached officer/gentleman Portsmouth. BOX AUG 18

VERY CARING, sincere 16yr old female seeks penfriend for friendship. BOX AUG 19

PAM MIDLANDS based, seeks caring male penfriend 40+ for fun. BOX AUG 20

GERRY (30) LEO (25) gallant, active, fit Submariners (Plymouth) seek female's letters. BOX AUG 21

LONELY? or just want a lighthearted chat with someone - then why not send a letter today and make someone happy.

PERSONAL

STUDIO 2
Sauna - Aroma massage - Jacuzzi.
NEW PRIVATE MEMBERS BAR OPEN.
Mon-Sat 10am-midnight.
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FRIENDLY STAFF
Call@ 198B Keyham Rd Plymouth
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01752 559955
Visiting service tel: 0831 526664.

PENPAL MAG for adults, choose yourself a new penfriend from over 500 photos. APPROVAL copy from MATCHMAKER, (A10) Chorley PR7 4BS, or ring 01257 480155 (24hours).

WANTED & FOR SALE

OLD NAUTICAL Sextant wanted in original case Tel. 01451 860385 anytime.

NO SS AND MESS JACKET, 38 chest, 30 leg, 2 1/2 braid. Offers. 01992 574475.

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subject to copy approval.

Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.



Get Wise on DCIs



Replacement for catering accountants' IT system

MIDNIGHT AT THE OASIS

A NEW computerised catering and accounting system is due to replace the Navy's OASIS IT system, which has been in use over two decades.

The software application Tricat, hosted by the NavyStar infrastructure, is based on the provision catering package provided by Fretwell-Downing Data Systems Ltd, with some special programming to meet RN requirements.

In ships where Tricat is introduced ahead of NavyStar, a dedicated hardware fit will be provided to allow the new system to run in 'standalone' mode.

Tricat will use the Windows NT4 operating system and will include a training package.

Software will be controlled and issued by the Directorate of Communications and Information Systems (Fleet Support) - DCIS(FS) - the organisation which on May 5 combined the roles of the Directorate of Naval Shore Telecommunications and the Directorate of Fleet Support (Communications and Information Systems).

Trials with Tricat have been carried out in HM ships Iron Duke and Ledbury, and at HMS Dryad and the Commando Training Centre Lympstone. They were completed at the end of March and since then the four units have become the first to have OASIS replaced completely.

DCI RN 91/98 & GEN 135/98

Ships' 30th anniversary

THE SURVEY ships HMS Bulldog and HMS Beaver will celebrate the 30th anniversary of their commissioning with a joint private mess dinner on August 7 at HMS Drake. Guest of honour will be C-in-C Fleet designate, Rear Admiral Nigel Essenhigh.

Admiral Essenhigh was Hydrographer of the Navy in 1994-96, and is now Assistant Chief of the Defence Staff (Programmes). DCI RN May 15

37 deaths in a year

THIRTY-SEVEN deaths of members of the RN and RM Dependents Fund were reported to the organisation in the 12 months up to the end of July last year.

Natural causes accounted for 15 deaths, 11 died as a result of road accidents, six through other kinds of accidents, and four committed suicide. Membership of the Fund represents 98 per cent of eligible personnel.

The grant payable to dependants of subscribers rose from £5,000 to £6,000 from March 27 this year. DCI RN 80/98 DCI RN May 15

Sick Berth medal

THE Sick Berth Petty Officer's Efficiency Medal for 1997 has been awarded to POMA Fez Parker serving in HMS Cumberland. DCI RN 81/98

Shipshape

A SYMPOSIUM on new and emerging ship technology was held at HMS Collingwood on June 26. Entitled Shipshape 98, it was the fourth annual symposium on the subject. DCI RN 84/98



'D'you hear that? We're on the menu!'

Watch out for e-mail smut!

ALL SERVICE and civilian staff are being reminded that displaying or broadcasting in the workplace anything that is considered offensive by anyone - including visitors - is a form of harassment.

Such material includes transmission of abusive, obscene or unwelcome personal messages by e-mail.

Offensive material can also be displayed or transmitted through posters, computer images, and audible error messages using unacceptable language or sounds, racist or offensive religious jokes, photographs, cartoons, emblems or flags or sexually suggestive material.

Managers are being told that they should ensure that potentially offensive material is removed without waiting to receive complaints. DCI GEN 115/98

Courses to combine

PART of the training of Marine Engineering Artificers and Mechanics will be combined from September at HMS Sultan.

Part 2 training for MEAs will combine with Part 2 and 3 following a study which identified changes through integration of the two very similar courses. DCI RN 83/98

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

Find the Joker

FIND THE JOKER in Navy News for three editions - and you have a chance to win a super new camcorder - a Sharp ViewCam 8mm VLE66H. The runner-up will win £250, while 25 successful competitors will each get a £10 consolation prize.

All you have to do this month, in the last of the three editions, is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is NOT true:

- ☐ Jetsam is the legal term for goods thrown overboard from a ship at sea.
- ☐ The crow's nest of a ship is so-called because early wooden sailing ships kept caged crows at the masthead to flutter and cry out when they sensed land was near.
- ☐ The red duster is the slang term for the Red Ensign worn by merchant vessels.

If you can fill in this coupon as well as that in the two previous issues you have a chance of winning the camcorder. (Call 01705 8126040 for back numbers). The name of the winner, the runner-up and the consolation prizewinners will be selected at random from those who gave correct answers in the three editions. When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at Navy News no later than September 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at Navy News offices. Winners will be announced in the October edition of Navy News. The first name drawn will receive a camcorder. There will be one runner-up prize of £250, and a further 25 consolation prizes of £10. The judges' decision will be final, and there is no cash alternative to the camcorder prize. No correspondence will be entered into. Navy News employees and their relatives may not enter.

NAME.....

ADDRESS.....

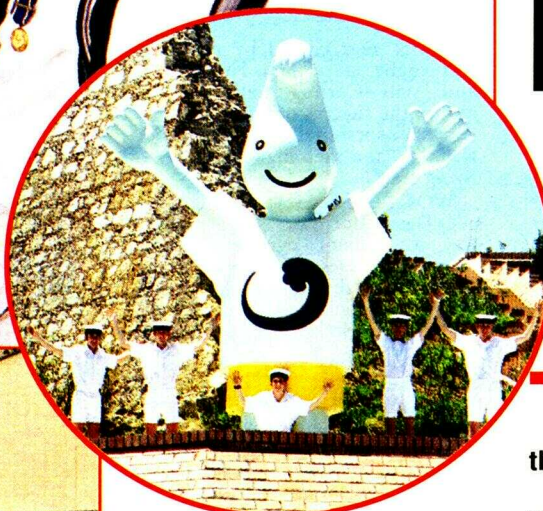
TELEPHONE.....



Royal regard for Expos home and away



Chatham charms Expo 98 crowds



THE PRINCE of Wales was at Lisbon for the opening of Expo 98 – and so was HMS Chatham, to help him host a formal dinner for the President of Portugal, Dr Jorge Sampaio.

The Devonport-based Type 22 frigate visited the Exposition to mark UK National Day, which offered a mix of traditional and contemporary cultural events.

Members of the ship's company formed a ceremonial guard for the opening ceremony and provided manpower for a Midsummer Fire Festival – a celebration of Celtic traditions

– while The Band of HM Royal Marines from CTC RM Lymington was also at hand to finish the dinner with Beat Retreat.

Said Chatham's CO, Capt Trevor Soar: "The ship was delighted to fly the flag at Expo 98 and all the ship's company demonstrated a true team spirit to ensure our contribution went well."

● **Top:** Prince Charles inspects HMS Chatham's Ceremonial Guard at Expo 98. Inset: Members of the ship's company pose with the show's mascot 'Gil'.

● **Left:** Prince Michael of Kent with LWREN Wendy Whitney, enjoying the Reserve Forces Experience at Minley, Aldershot.



Experiencing the Reserves

THE BIGGEST ever display of the UK's Reserve Forces was held at Minley, Aldershot last month, writes Deidre Cleary.

The huge demonstration of their many skills coincided with the Confederation of Inter-Allied Reserve Officers' annual congress at Brighton. More than 1,500 reservists took part in a spectacular display 'Reserve Forces Experience' in which over 6,000 visitors got a taste of what the UK's weekend warriors are capable of.

The displays were carefully orchestrated to tell the story of the modern Reserves and the whole 'Experience' took the form of a tour

through points of conflict and a demonstration of how both war and peacetime scenarios could be dealt with.

Visitors were transported by land and ferry through the 'jungle' surrounding Hawley Lake. From a series of observation posts they saw the mobilised order of battle of all three Services in an imaginary theatre of operations.

A Disneyland of sound effects and explosions complemented live displays by the Royal Navy and Royal Marines. Snipers, mortars and anti-tank guns all added to the ambience.

Fixed wing aircraft and helicopters dropping small groups of Royal Marines, sailors in Geminis and a camouflaged Harrier hide were further examples of suspense and intrigue for visitors – who included the Honorary Commodore RNR, Prince Michael of Kent and Armed Forces Minister Dr John Reid.

Your car, sir

SINCE 1994 HMS Illustrious has been carrying a Jaguar around the world, used on official calls as a goodwill ambassador for Britain's motor industry.

The Sovereign 4-litre model is to be replaced this month by a V8. Meanwhile Illustrious's departing CO Capt Stephen Meyer was embarked at Portsmouth in something a bit racier – an XK8 convertible specially provided for the occasion.



22 EDINBURGH ROAD PORTSMOUTH PO1 1DH



EXCELLENT ACCOMMODATION IN THE HEART OF MARITIME PORTSMOUTH

CLOSE TO HISTORIC SHIPS AND NAVAL BASE

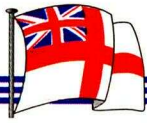
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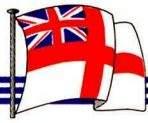
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- IN-HOUSE CAFE

SPECIAL RATES FOR JULY & AUGUST

FOR MORE DETAILS - PORTSMOUTH 360001 OR FAX ON 01705 360004



Helping Hands



● CCMEA Tony McConnell, who ran 50km for handicapped children.

Children gain in the long run

HANDICAPPED children making a pilgrimage to Lourdes next year will be helped on their way by Clyde Naval Base's CCMEA Tony McConnell.

He raised £700 for the Handicapped Children's Pilgrimage Trust (RN) by completing the gruelling 50km Bell's Speyside road race.

Tony, whose nine-year-old daughter Ellie has been a beneficiary of the Trust in the past, had only ever run 21km before the race but finished in five hours 8 minutes.

Medical Service personnel in Gibraltar ran a charity Rock Race to raise cash for the Cancer Relief Society. LMA Neil Scott was the winner and the first lady to cross the line was Lt Vicky Fergusson. The run was organised by LNN Karen Robertson, who thanked LPT Breed and the route markers for all their help.

Sailors help make life easier for brave Kim

SAILORS at HMS Sultan have been helping to make life easier for a Fareham youngster who was struck down by meningitis.

Members of the WOs & SRs Mess at Sultan organised a race night and charity auction for Kimberley O'Connor, who lost both legs after contracting meningococcal septicaemia.

The event attracted 400 guests and raised £8,000 for the O'Connor family and the Jubilee Sailing Trust, which enables disabled youngsters to go to sea in tall ships.

Kimberley's parents plan to use the money for conversion work to make it easier for their daughter to live at home, and a computer which will help her with her studies until she is well enough to return to college.

Sports gear signed by tennis and rugby stars Tim Henman and Will Carling helped to ensure the success of the auction and sponsorship from Midland Bank got the race night off to a flying start.

WOs & SRs Mess President, WO Dave Burrows, said: "This was a brilliant evening with Kimberley who is very close to our hearts, and the Jubilee Sailing Trust, an organisation with whom we have close links."

Worthy cause

"Thanks to the generosity of our friends at Midland Bank and all who attended, we had a wonderful evening and raised a significant sum for these two very worthy causes."

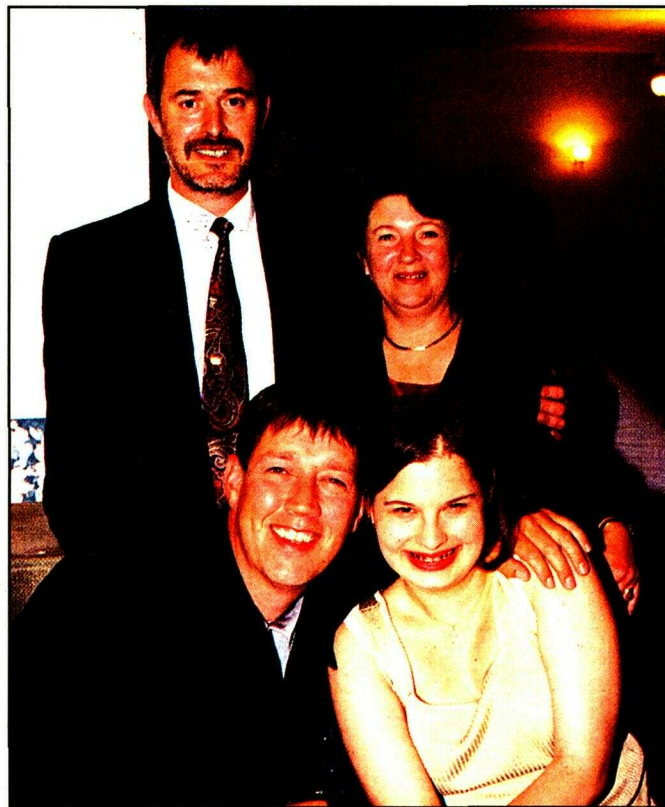
Kimberley and her parents all went along to the fun-packed evening, as did the Jubilee Sailing Trust's Tom Newman.

Guest of honour was the Lord Mayor of Southampton, Cllr Michael Andrews, and the evening was compared by local comedian and DJ, Mike Osman.

Congregation contributes

CULDROSE Padre Simon Beveridge was delighted with the response that his congregation gave to an appeal for Treliske Children's Hospital.

They donated £200 for the Joey Appeal, which aims to raise £1 million for specialist units to treat seriously ill youngsters.



● SPECIAL GUESTS: Kimberley O'Connor and her mum and dad meet comedian Mike Osman at the WOs & SRs Mess at Sultan.

Intrepid appeal for Falklands Chapel

FALKLANDS veterans in HMS Intrepid have been raising cash for a Chapel to remember the 257 Servicemen who lost their lives during the War.

A 30-strong team from the assault ship ran and cycled from Portsmouth Naval Base to Pangbourne College, where the Chapel is to be built.

They were led by Intrepid's Executive Officer, Lt Cdr Terry Iles, who was Damage Control Officer on the ship during the War.

On schedule

The Falkland Islands Memorial Chapel Fund still needs £500,000 to ensure that work on the £1.75 million project starts on schedule next month.

The team from Intrepid were totting up the proceeds of the event as Navy News went to press, and welcomes donations to the fund, which can be sent to the Executive Office, HMS Intrepid, BFPO 306.

In brief

CHILDREN who are undergoing chemotherapy at Derriford Hospital, Plymouth, can relax in comfort after a donation from HMS Coventry.

Charity events during the ship's Gulf deployment raised enough money to buy three reclining chairs and three stereo systems for the Hospital's Wild Goose Ward.

The gifts were presented to the hospital by the Commanding Officer of HMS Coventry, Capt Chris Snow.

□ □ □

FOUR NAVY cyclists clocked up more than 400 miles on an epic bike ride to raise cash for Bristol and South West Children's Heart Circle.

Lt Mick Johnson and CPOs Chris Turvey, Jimmy Knibbs and Eddie Over made the exhausting round trip from MOD Abbey Wood to Plymouth and Portsmouth Naval Bases and back again.

Below: the cyclists are waved off from MOD Abbey Wood by Capt Amjad Hussain, Senior Naval Officer, Directorate of Ships Weapons Engineering.

Traditional and Custom made Plaques and Heraldic Shields

The perfect way to let your ship's company remember their postings as well as being ideal for presentations.



Choose from the extensive range of standard designs or even customise your own. Minimum order quantity is 25 pieces. Manufactured in Singapore, these beautifully photo engraved, polished metal plaques are skillfully hand painted and mounted on the finest light or dark stained teak.

Prices and order forms are available from your Naafi ships retail manager or Naafi transit stores.



Submariners enjoy breath of fresh air

SUBMARINERS from HMS Vengeance stretched their legs with a 40-mile walk from Keswick to Barrow, and raised £800 for local charities.

Two teams trained by CPO Scott Bastable took part in the annual event which now attracts over a thousand entries.

CPO Bastable said: "This is the second time HMS Vengeance has competed in the race and it's great that so many could support the event this year."

Despite blistering heat (and feet!) the teams finished in style in just 8 hours 50 minutes.

Vengeance's PO Rob Galvin summed up the day: "It was really tough going but it was

worth it knowing that we'd raised so much money."

Nursing two sore feet he added: "I remember now why I joined the RN and not the Royal Marines!"

Victorious run

THE YORKHILL Children's Hospital's MRI scanner appeal is £700 better off thanks to five men from HMS Victorious.

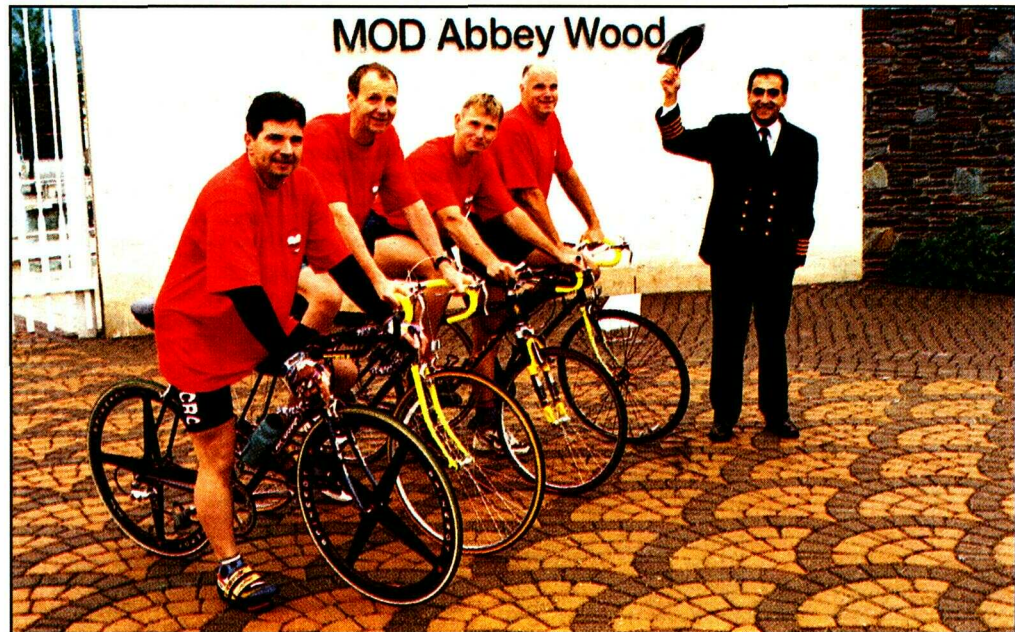
WO Gordon Walker, CC Karl Holditch, CC Ian Findlay and POs Ian Dunsmore and Andy Lawrence ran a 150-mile relay from Faslane to Rosyth and back to raise the cash.

NAVY TEAM RACES FROM CAPE TO CAPE

FISHERY protection staff from Portsmouth raced 3,750 miles across Europe to raise cash for KGFS.

Lt Sebastian Lea, Lt Cdr Samuel Clay and RFA civil servant Maxine Baker completed the drive from Nordkapp in northern Norway to Cape Tarifa in southern Spain in 65 hours and 17 minutes.

Although they did not beat the world record of 57 hours 36 minutes, the team expect to collect £5,000 in sponsorship for KGFS and are confident that they can get into the record books with their next attempt in 1999.



Take your imagination to a new depth...

Enjoy a guided tour of HMS Alliance, a post war submarine and discover the stories of lives dedicated to service under the seas, through fascinating exhibits and crew members personal effects.

Take advantage of our Special Family Ticket for only £10 (up to 4 children and 2 adults)

• Free Parking • Jolly Roger Cafe • Picnic Areas • Gift Shop • Millennium Walkway •

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Haslar Jetty Road, Gosport, Hampshire. Tel 01705 529217
E-mail rnsbs@submarine-museum.demon.co.uk

Come and see us at:-

The Royal Tournament

- on Stand 30A

International Festival of the Sea

* OPENING SOON *

A new Submarine Weapons Gallery featuring a Polaris Missile

Enter our exciting competition on page 4 of The Gang Plank Club supplement

ADVERTISING FEATURE

HOMES from Home



UNION JACK CLUB

For a warm welcome, a friendly atmosphere and all modern clean amenities at very reasonable rates you cannot do better than stay at your own club in the heart of London.

Located opposite Waterloo Main Line Railway station it is an excellent base from which to visit all attractions in London or indeed travel to Calais, Lille, Paris and Brussels by Eurostar. Why not take advantage of Eurostar's day return? Stay here overnight, catch the 6.19am train to Paris, breakfast on the train, lunch in the shadow of Notre Dame and return in time for a relaxing supper before retiring for the night in one of our comfortable bedrooms. Great idea for those celebrating birthdays, wedding anniversaries or indeed any event which requires that extra special touch.

With over 300 bedrooms, 152 of which are completely ensuite, you can have a wide choice - and prices are geared to suit your pocket.

For serving men and women there are no subscription or entrance fees - you only pay for what you buy, all at very reasonable prices. No hidden extras!

We are here to provide a service especially for you - we will be pleased if you take full advantage of what we have to offer.



FACT FILE

Our "Half Price Sunday" offer runs from 21st November to 1st February 1999. Christmas package from 23rd December until 27th December.

OPENING TIMES: Open 24 hours every day of the year.

Sandell Street, Waterloo, London. SE1 8UJ

TEL: 0171 928 4814



NAUTICAL CLUB BIRMINGHAM

When next in the Midlands why not visit this most Naval Club? Membership is open to all serving or ex-members of RN and RM. Why not hold your next re-union here, where you will be surrounded by naval memorabilia both historical and modern? Or bring a party to visit us and join in the weekend entertainment. The Galley is open for meals every lunchtime and whenever there is a function. The food is excellent and the price is very reasonable as are the prices at the bar. All enquires to the Secretary - Mr Alec Wright.



FACT FILE

COST: Membership £10 per annum, £5 per half year (beg. July)

OPENING TIMES: Weekdays 12noon to 15.00, 19.00 to 23.00
Sundays 12noon to 15.00, 19.30 to 22.30

Bishopsgate Street, Edgbaston, Birmingham. B15 1ET

TEL: 0121 643 9475



VICTORY CLUB

The Victory Services Club has been providing reasonably priced accommodation and a wide range of Club facilities for its members for almost 90 years.

The Club moved to its present premises just a two minute walk from Marble Arch Underground Station in 1948 and this superb location in the heart of the West End makes it the ideal base for visitors to London.

The Club is for all ranks and has a membership of some 37,000 many of whom are from Commonwealth and NATO countries. Serving personnel are welcome to use the club without paying the small annual membership subscription required of ex-servicemen and women.

The bistro-style Buttery which was refurbished in 1994 with generous grants and loans from both The Sailors' Fund and Fleet Amenities Fund offers a wide choice of meals throughout the day and, for those who may be seeking a more relaxed atmosphere with the benefit of full waiter service, the Grill Room restaurant provides an excellent and very modestly priced carvery at lunch time and a full a-la-carte dinner menu in the evening.

Whatever your reason for visiting London you will find the Club's location very convenient and its facilities more than value for money.

FACT FILE

COST: On application

OPENING TIMES: On application

FACILITIES: Single and Twin bedded rooms, some en-suite. Self Service Buttery, Grill Room Restaurant, Bars, Lounges, Library, TV and Games Room.

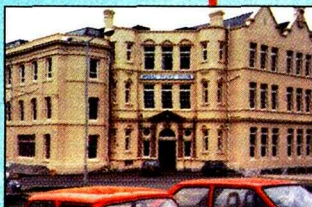
63-79 Seymour Street, London. W2 2HF

TEL: 0171 723 4474



ROYAL FLEET CLUB

The Royal Fleet Club, established in 1900, is today a thoroughly modern first-class hotel with excellent club facilities, offering superb accommodation at very competitive prices to all serving and ex-serving members of the Royal Navy and Royal Marines and their families. The club boasts two ballrooms; spacious public rooms; an elegant residents' television lounge; a restaurant serving breakfast and an à la carte menu in the evening. There are several luxurious bars which open at 4.00pm. most days.



With a total of fifty bedrooms, there are rooms to suit all requirements—these range from single rooms with hot and cold water to double rooms and family suites, many with en suite facilities and colour television.

With easy access to naval base, Plymouth city centre and all local places of interest the club is the perfect venue for a family holiday or a 'get away from it all' weekend break. It is also an ideal location to hold any function, as it provides excellent value and good service from a very friendly and welcoming staff.

FACT FILE

COST: On application

OPENING TIMES: 2pm - 4pm

FACILITIES: Spacious restaurant, comfortable bars and lounge, Residents' television lounge, Children especially welcome.

9-12 Morrice Square, Devonport. PL1 4PQ

TEL: 01752 562723



ROYAL SAILORS HOME CLUB



Exclusive to serving and ex-serving ratings of the Royal Navy/Royal Marines, their families and guests.

Recently refurbished to the highest standard, the Club is now a first-class hotel complex with 130 bedrooms, restaurants, bars and leisure facilities, including swimming pool. All types of functions catered for by our team of professionals. Hands to dance and skylark to live music most weekends.

Situated in the heart of Britain's maritime heritage area, the world's most magnificent Naval spectacle awaits you -

HMS Victory, HMS Warrior and the Mary Rose are all within five minutes walk. All this and much, much more when you home in for home comforts at the Home Club.

FACT FILE

COST: Accommodation from £22 per night bed and breakfast

OPENING TIMES: Open 24 hours per day all year round

FACILITIES: Fully equipped gym, Skittles Alley, Snooker/Pool, Solarium, Satellite TV.

Queen Street, Portsmouth. PO1 3HS

TEL: 01705 824231



CHINA FLEET CLUB

Set in 180 acres of beautiful Cornish countryside on the banks of the River Tamar, The China Fleet Club is the ideal destination for a short break or a long stay holiday.

Ideally situated for touring Devon and Cornwall, the club boasts a whole host of activities to keep the family amused.

There's so much you can do....You can work hard at the China Fleet fitness suite, dance studio, swimming pool, badminton, squash, children's play area, tennis and much more. But for those who want to take things a little easier there's beauty therapy, aromatherapy and a healthsuite that's second to none which includes sauna, steamroom, spa bath, solarium and relaxation area. The China Fleet Club is also the Navy's first choice for golf. With a



challenging par 72, 18 hole course, it's a must for all golfing enthusiasts.

Maintained to the highest standards this parkland course is fast becoming a Cornish favourite. For practice, there's also Riverside Golf, a superb 28 bay floodlit driving range with PGA professional help always on hand.

The China Fleet Club offers comfortable and affordable accommodation on site. All the apartments, which sleep 4 or 6 people, have fully fitted kitchens, dining rooms and lounge area with remote control satellite TV and bathrooms. There is a wealth of choice at the club for food lovers! With three bars, coffee lounge and the mouth watering Farmhouse Restaurant offering dishes to suit all tastes and prices that will delight you. So why not treat yourself to that well deserved break?

FACT FILE

COST: On application

OPENING TIMES: 2pm - 4pm

FACILITIES: Some of the best facilities on the south coast.

Saltash, Cornwall. PL12 6LJ

TEL: 01752 848668



● Liberty ship – HMS Lancaster steams past the Statue of Liberty as the frigate took part in a STANAVFORLANT visit to New York.

Picture: CPO(PHOT) Stuart Antrobus.

Frigate joins celebrations

THE ROYAL Navy was represented at two independence anniversary celebrations within days of each other.

HMS Lancaster joined the Standing Naval Force Atlantic (STANAVFORLANT), in Boston, taking over from Type 42 destroyer HMS Manchester.

There the ship's Commanding Officer, Cdr Kim Slowe, presented a ship's crest to the CO of the world's oldest commissioned warship still afloat, Cdr Chris Melhuish of the USS Constitution.

The first Type 23 frigate to join the force, Lancaster started her six-month stint by sailing to New York, where she was in time to help mark American Independence Day.

Her next port of call with the six-strong force was Nassau – where the locals were celebrating 25 years of independence for the Bahamas.

"The irony is not lost on us that we were in New York for Independence Day on the 4th of July and now we are in the Bahamas for their Independence Day," said the ship's PR Officer, Lt Cdr Rupert Hollins.

"However, we have been very well looked after – and it is good to share in the mood of these impor-

tant national celebrations."

Other port visits lined up for the STANAVFORLANT ships include Mayport in Florida, Cartagena in Colombia, the Azores, Lisbon, Bremerhaven, Kiel, Copenhagen, Leith and Plymouth.

Alongside Lancaster are the Federal German Ship Bayern, the flagship of the force's German

commander, Rear Admiral Gottfried Hoch, USS Stark, HNLMS Jakob van Heemskerck (Netherlands), HMCS Charlottetown (Canada) and NRP Alvares Cabral (Portugal).

The ships will carry out a series of exercises on both sides of the Atlantic, including units of other friendly forces where appropriate.



● Warm welcome – HMS Lancaster enters Nassau Harbour in the Bahamas.

Picture: LA(PHOT) Paul Smith

Channel force exercises in United States

FOUR European ships assigned to Standing Naval Force Channel crossed the Atlantic to prove their worth in different waters.

The NATO minesweeping force, comprising HMS Hurworth and ships from the Netherlands, Norway and Germany, used sonar to seek a dummy mine dropped into the sea off the Little Creek Naval Amphibious Base near Norfolk, Virginia.

Once located, the force deployed a remote-operated submersible vehicle to send back pictures to the ships, and decided in real life the mine would be detonated by explosives.

Rear Admiral Denny Conley, Commander Mine Warfare Command, said: "It's important that NATO forces operate together in a variety of environments."

"I was pleased with what I saw out here today – I'd call it a success."

Spain eases military ban

REPORTS are suggesting that the Spanish government is making concessions over Gibraltar which will affect the Royal Navy.

According to Foreign Office sources, the Spanish are now prepared to take part in NATO exercises with forces which are based in or have passed through Gibraltar, still a significant port for RN warships and home of the Gibraltar Squadron.

And NATO aircraft can now fly directly to The Rock from Spanish airspace if they are forced to land in Spain in an emergency, instead of returning to Britain and flying to Gibraltar outside Spanish airspace.

Plans drawn up for day of eclipse

THE ROYAL Navy could provide military aid to the civilian authorities of the West Country if sightseers clog up the roads during next year's total eclipse of the sun.

A Navy spokesman said that the RN is co-operating with local authorities in planning for the event on August 11, which will darken the skies above Devon and Cornwall for more than a minute.

Emergency services are concerned that they may need help dealing with an accident or incident if roads become gridlocked.



● Ship's bridge – HMS Quorn makes her way up the narrow Zee Kanal on her passage to Brussels.

Quorn goes inland for visit to Belgium

HMS QUORN has sailed inland to Brussels – the first RN warship to make the passage for ten years.

The Hunt-class mine countermeasures vessel took 11 hours to negotiate the tricky route upriver to Antwerp, followed by the Zee Kanal to the Belgian capital.

At times the ship had to "hover" in the centre of the narrow canal, waiting for road and rail bridges to open. Once at her berth, the ship proved an ideal platform for

functions covering military, civilian and commercial matters.

The ship was open to the public, and provided sporting opposition for the Belgian navy and NATO staff.

On board for the first leg of her journey back to the open sea was a party of RNA members – Belgian nationals who had fought with the Navy during the last war.

HMS Quorn spent a few days back in her home port of Portsmouth before sailing for exercises off Scotland.

Ten nations wage war off Scotland

SHIPS and submarines from eight countries waged war off Scotland during the latest Joint Maritime Course (JMC).

Vessels from the UK, France, Germany, Spain, Italy, Norway, Denmark and the Netherlands were joined in combat by aircraft from the RAF, the United States and Canada.

JMC is a quarterly UK national course which ensures the RN, RAF and land forces work together effectively as a joint task force.

This is achieved by providing a series of exercises in a multi-threat environment for RN, RAF and invited NATO units.

The first week of the course is a work-up

phase, when ship's companies can hone their skills.

An intensive second week sees the ships and aircraft on round-the-clock alert as they come under a series of varied attacks, just as they would in wartime.

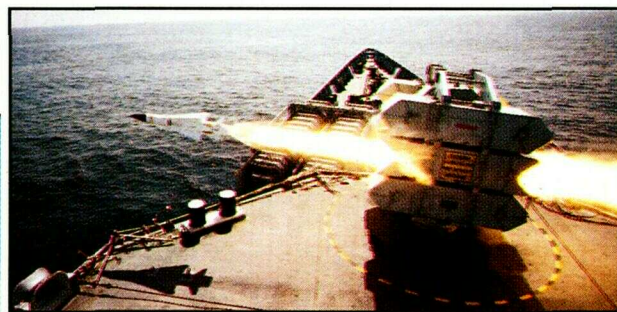
Royal Navy units involved were Type 22 frigate HMS Brave, Type 42 destroyer HMS Birmingham, Type 23 frigates HM ships Iron Duke, Monmouth and Norfolk, and mine countermeasures vessels HM ships Cromer, Ledbury and Quorn.

The submarine threat was provided by HMS Trafalgar,

the Norwegian Uredd, the Netherlands' Zeeleeuw and the German U12.

Supporting the six task groups were RFAs Olwen, Fort Victoria, Sir Tristram and the German auxiliary Main.

And the air threat was provided by a variety of aircraft, including Nimrods, Tornado F3s and GR1Bs, Sea Harriers, Hawks, VC10 tankers, Aurora, P3C and Atlantique 2s.



● Missile shadowed – a SeaWolf anti-air/anti-missile missile is pictured emerging from its launcher on board Type 22 frigate HMS Brave during JMC.

● Supply side – HMS Brave engaged in replenishment at sea with RFA one-stop supply ship Fort Victoria during exercises off the Scottish coast.



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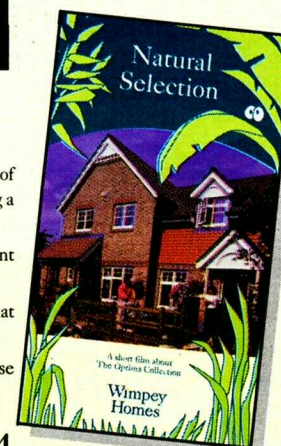
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Westminster ready to rejoin the Fleet

HMS WESTMINSTER was due to return to the Surface Flotilla as *Navy News* went to press.

The ship's company has had to overcome some huge obstacles during her docking, repair and upgrade period in Portsmouth, such as the requirement to blast her back to the metalwork for a complete repaint.

As Westminster became the first Type 23 to undergo a D1 under the new Fleet Support Limited, many of the ship's company were loaned to other vessels to relieve manpower shortages.

Others made good use of the simulator training available at HMS Dryad, Collingwood and Sultan, and the extensive facilities at HMS Excellent and Cambridge.

Back in Portsmouth, the ship's company worked around-the-clock to get her up and running. Harbour acceptance trials were followed by a fast cruise at the end of June, then further trials in the Solent.

More extensive trials off Portland followed and after ammunitioning at Portsmouth there was a one more day at sea on July 16 before her final inspection by FOSF staff on July 22, when she is expected to officially rejoin the Fleet.

Hectic first year for Sutherland

HMS SUTHERLAND celebrated her first birthday on July 4 after 12 hectic months in service.

Since her Naval career began last year the ship has completed trials, operational sea training, Exercise Strong Resolve and operational tasks.

Sutherland became the fastest ever frigate or destroyer to achieve operational status by completing her Part IV trials in six months.

Operational sea training began after her final inspection in December, and was completed despite snow, ice and fog and the enforced quarantine of 50 members of the ship's company after an outbreak of gastro-enteritis!

Strong Resolve

After OST, the ship took part in Strong Resolve in the Mediterranean and enjoyed a short visit to Valencia before returning to Devonport.

The ship has worked alongside foreign warships and assisted with the latest Perisher course before a work-up with HMS Birmingham.

One of Sutherland's final acts before completing her first year of Service was to visit Tallin, Estonia, and then Stavanger for ranging

work. On passage to Estonia from Faslane, she became the first frigate to pass under the newly completed Skye Bridge at Lochalsh.

The clearance was a mere 4m, as accurately predicted by Navigating Officer Lt Richard Walters, who gave a sigh of relief on passing underneath cleanly.

Sutherland's CO, Cdr James Morse, said: "I am very proud of the way the ship has come through the first year... the whole ship's company has worked extremely hard to achieve operational status in record time and we are looking forward to the challenges ahead."

Grimsby's big day is at hand

AUGUST 10 has been chosen as the launch day for the Navy's new mine-sweeper HMS Grimsby.

The Sandown-class vessel is the third of seven new MCMVs to be built by Vosper Thornycroft, and will be launched at Woolston by Candy Blackham, wife of Vice Admiral Jeremy Blackham.



● ANOTHER FIRST: HMS Sutherland became the first frigate to sail under the new Skye road bridge. She passed with a clearance of 4m, much to the relief of her navigating officer! Picture: LA(PHOT) Mick Storey

CAPITAL VISIT FOR LONDON

SAILORS from HMS London enjoyed a whistle-stop tour of their namesake city during a recent goodwill visit.

While members of the ship's company visited 10 Downing Street, Trafalgar Square and other famous sites, the ship re-enacted the 14th-Century 'Ceremony of the Dues' and hosted a children's party at St Bart's Hospital where they presented a cheque for £2,000.



● Number 10: HMS London's PO Hill, Wtr Larkin, S/Lt Weeks and OM(C) Sandell at England's most famous address.

HMS Cumberland honoured with freedom of Cumbria

HMS CUMBERLAND has been granted the honorary freedom of Cumbria in recognition of her sterling service as an ambassador to the county.

The honour was bestowed in a historic ceremony in Carlisle Cathedral attended by more than 130 of the ship's company.

Before the service, the ship's company were led through the city centre by DWEO S/Lt Tim Mould (below) and the Band of the King's Own Border Regiment to the cathedral where a guard of honour was formed by local sea cadets.

HMS Cumberland was elected 'Ambassador' to the county which used to share her name back in 1995.

Since then she has hosted Cumbrian businesses for sales evenings and presentations from Florida to the Pool of London. During the hour-long ceremony the leader of Cumbria County Council praised the ship's work and presented her CO, Capt

Richard Leaman, with a framed scroll to commemorate the occasion.

Capt Leaman said: "I am delighted that the close links between the ship and the county have been recognised by Councillor Calvin. I believe that this is the first time a Royal Navy ship has been granted the freedom of a whole County and we are all thrilled about it, and very proud."

Weekend break

During a break in the freedom celebrations 20 of the ship's company spent three days around the Cumbrian lakes.

Ten climbed Helvellyn, the fourth highest peak in the region, while others took on two gruelling mountain bike routes.

And to round off the weekend, the group spent their last afternoon trying out watersports on Lake Windermere.



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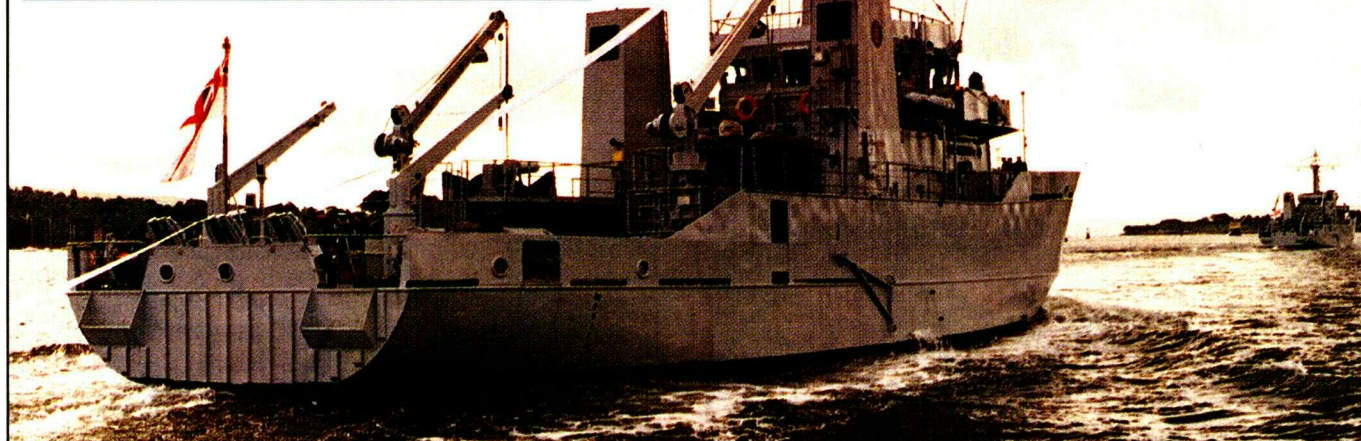
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Arun marks end of RN Bofors as sister ships head for Brazil



● **Fond farewell** – River-class patrol craft HMS Spey leads HMS Blackwater away from Faslane down to Rhu narrows. Both River-class patrol craft are flying their paying-off pennants. Among their replacements is HMS Brecon (inset), leaving Portsmouth for the last time.

Main picture: LA(PHOT) Adrian Hughes (FOSNII).

Rivers out, Hunts in

TWO more River-class patrol vessels have been transferred from the Royal Navy to Brazil.

The Faslane-based vessels HM ships Blackwater and Spey flew their decommissioning pennants on their last journey from their home port to Portsmouth, where they were refitted and handed over to their new owners as Npa Bennevente and Npa Bocauna.

HMS Itchen was handed over in March, and the fourth and final ship, HMS Arun, will transfer later in the year.

They are being replaced in their Northern Ireland Squadron duties by

converted Hunt-class mine counter-measures vessels HM ships Cottesmore, Dulverton and Brecon.

HMS Arun also had the honour of carrying out the last firing of a Royal Navy Bofors gun (pictured right).

The event, in the Clyde exercise areas, marked the end of more than 50 years service for the 40/60mm weapons.

Island-class patrol ships were originally armed with the Bofors, but in recent years they were replaced by more modern 30mm guns.

Arun has visited Iceland for her only foreign visit during her service, providing the opportunity for two of her ship's company to climb the 3,000ft Mt Esja.



X-craft heroes are guests of submarine



● **Honoured guest** – Cdr Paul Abraham, Commanding Officer of HMS Vanguard, welcomes Mr Ian Fraser VC on board the submarine

VIPs visit Vanguard

TRIDENT submarine HMS Vanguard has hosted visits by VIPs from the political and military worlds.

Minister for Armed Forces Dr John Reid spent a night on board the boat, meeting the ship's company and hearing their views on Service life.

Dr Reid toured the submarine, visiting the bridge and experiencing some periscope watchkeeping.

He visited each of the messes, speaking with individuals about a range of personnel issues, including the future of the Warfare Source Branch, the feasibility of females serving on submarines, and leave and travel arrangements.

The Minister was accompanied by a BBC film crew.

During the submarine's affiliation day HMS Vanguard hosted four war heroes, who got a brief taste of life in a modern boat.

The four men served in the 12th Submarine Flotilla from 1944-47, piloting X-craft midget submarines.



● **Sea time** – Armed Forces Minister Dr John Reid with Cdr Paul Abraham on HMS Vanguard.

Picture: WO(PHOT) Al Campbell.

Among them was Mr Ian Fraser, who as Lt Fraser RNVR won the Victoria Cross for his part in XE3's daring attack on the Japanese cruiser Takao in Singapore Harbour.

Also on board during a short

dive and surface in the Arran Trench were representatives from Walsall Sea Cadets, the Royal Artillery, Kelvingside Academy CCF, Aberdeen URNU, SOCA, the Vanguard Veterans and other affiliated groups.



● **Warm welcome** – Cdr Steve Cleary, Commanding Officer of HMS York, is presented with a bouquet by Miss Tokyo.

Destroyer renews century-old link

A CENTURY-OLD maritime link between Britain and a small Japanese town has been rekindled by HMS York.

The Type 42 destroyer became – it is believed – the first RN ship to make a goodwill visit to Minamitane-Cho on the island of Tenegashima for more than 100 years.

The 24-hour visit recalled an incident in 1894 when the British steamship Drumeltan ran aground there.

Her sailors were looked after by the townspeople who helped to repair the damaged vessel.

When it was seaworthy, the crew presented Minamitane with live chickens, the descendants of which are today looked after by local

schoolchildren.

A reception was held in the town for York's ship's company, who responded by putting on a display of hornpipe dancing under the direction of LPT Richy Gray.

More than 1,800 visitors were welcomed on board the ship in just half an hour.

The visit to Tenegashima was followed by a stand-off in Tokyo, during which the Commanding Officer, Cdr Steve Cleary, was presented with flowers by Miss Tokyo.

Later, York conducted goodwill exercises with Japanese naval ships before going on to Manila and, at the beginning of last month, a self-maintenance period in Singapore, half-way through her eight-month Armilla and Far East deployment.

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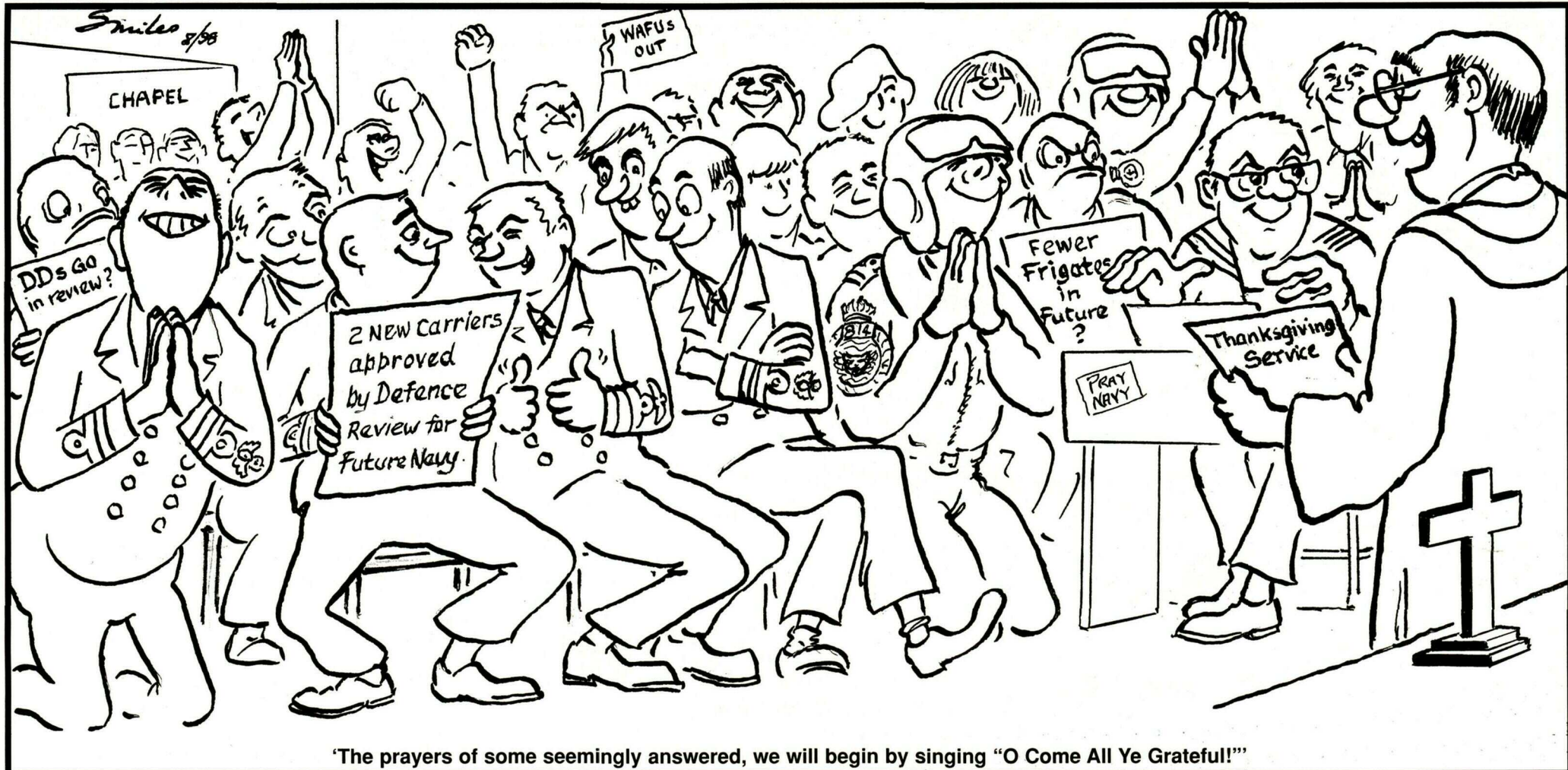
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NEWSVIEW

Taken out of isolation

The Strategic Defence Review, unlike so many other defence reviews of recent years, actually did turn out to be something rather different from the usual pruning exercise.

Even though it managed to make considerable savings along the way.

It has at least been characterised by an unusual degree of consultation, for which many of those concerned with the realities of making it work have privately expressed due appreciation.

And while there has been official recognition that the limits have been drawn as to how much can be got out of a pint pot, there has also been a sense of a new direction in how best the pot can be shared around.

It has been informed by a sense of duty and care for the individuals it most closely affects, too – and here the Chaplain of the Fleet's timely comments are particularly apposite.

Because whatever we do, we do with a duty of care – care for our own people as much as for others to whom we have a mission to bring succour and support in an increasingly troubled world whose troubles seem to have exploded, rather than contracted with the end of the Cold War.

The SDR, in looking to canvas the views of everyone involved, from the highest to the lowest, has made its own contribution in reducing the sense of isolation Dr Stewart has pointed up as a product of the computer-fixated, cost-driven culture that increasingly pervades modern society, reducing rather than extending our powers of communication.

The recent unhappy events in Northern Ireland have shown how fragile our expectations are in reaching a common understanding even on our own patch, let alone in the rest of the world. And how difficult is the role of our Armed Services in working to achieve the most important goal of all.

In reaching out and in reviving the guiding spirit of the Navy of nearly a century ago – of an expeditionary rather than of a continental-based strategy – the new contract has given us a fresh impetus of resolve.

And in that context, that we remain in the words of the First Sea Lord "one of the most powerful and effective navies in the world" is more important than ever.

EXPEDITIONARY STRATEGY THE 'REAL PLUS' OF SDR, SAYS ACNS

Now we've got the legs to travel ...

'THE STRATEGIC Defence Review delivers a powerful message that there's a big future for the Royal Navy – and that's the most important message to its people, too ...

In an exclusive interview with *Navy News*, Assistant Chief of Naval Staff Rear Admiral Jonathan Band said the "real plus" of SDR was the move from a continental to an expeditionary strategy.

"Over the past several decades we've had a force structure and a force policy which were very much bound in with Europe and didn't have the legs to travel. But expeditionary strategies are entirely maritime in nature – so this one underlines the importance of the Navy as a fundamental part of the UK defence policy for the future."

"The decision to put Tomahawk missiles into all our submarines is one of the big ticket items. We've got a hugely significant weapon here that can dominate land from the sea."

"Then there's the confirmation that we will retain a full Commando Brigade. The question mark over amphibious shipping has finally been lifted – plus we've got the additional roll-on, roll-off container vessels."

"And best of all there is the decision to use the sea more and more for aviation."

"These are the big items – but the rest of the Fleet is vital in all these roles, too. Because you can't go off to any faraway trouble spot without their back up to deal with the missile threat, the mine threat and the conventional submarine threat."

There had been a price to pay for all this new direction and purpose, though. While Admiral Band made clear the Navy would do its level best to maintain all its current regular commitments, the loss of three frigates meant there would have to be gaps within them.

"From now on, although we will still appear in all the places we do now, we'll no longer necessarily have ships 365 days a year in every area – we will have to move them around."

"For instance, in the West Indies it is particularly important that we cover the hurricane season. And we will keep up the anti-drugs work there. But what I can see happening in the future is that instead of keeping a ship on station the whole time, we will manage the turnover to suit ourselves a bit more."

"This might mean that a ship gets back from the West Indies – or wherever – in December and its relief departs in January. They

'None of us – not the Americans, not any of us – have enough ships to leave off every troubled coast of the world'

won't actually hand over on station. That might not seem like much of a saving – but in terms of Fleet programming it takes a couple of months or so out of the plot and that eases the strain considerably.

The First Sea Lord was absolutely determined on this – that the new Fleet programme must reflect the reduced number of ships and a sensible application of their time. And, increasingly, of their people's time.

"I've seen some schematics on this and it will be deliverable in those terms, there's no doubt about that."



● "Our dispositions will have to reflect the priorities of the times": Assistant Chief of Naval Staff Rear Admiral Jonathan Band takes a ride in a Royal Marines RIB during a visit to units in Northern Ireland. HMS *Dulverton* has lately become the second of three converted Hunt-class minehunters to be enhanced for Northern Ireland operations. She will be working alongside HMS *Cottesmore* and *Brecon* as guarantors of the Good Friday Peace Agreement.

"Because deployment is what the Navy is all about. The Secretary of State has spoken of 'defence diplomacy' – and that is about having ships in all those areas of the world, like the Gulf or the West Indies or the Falklands, where we have strategic interests or more personal obligations. If

Africa with HMS *Monmouth* and HMS *Cornwall*. But at the moment *Cornwall* is not due to be replaced there.

'West Africa remains a very volatile part of the globe – but the French spend a fair bit of time down that way as well. There's a much closer link now between our navies – and between other Western navies – and when it comes to straightforward humanitarian issues it is important that a democratic country should show up when things go seriously wrong somewhere and people are in need of help. And I'm not just talking about our own people who may need to be got out in a hurry."

"The Government has lately made a strong policy statement to the UN, saying that the new Joint Rapid Reaction Force will be available to take part in this sort of business. That reflected the fact that we have a duty of care with regard to the inhabitants of these regions."

"But none of us – not the Americans, not any of us – have enough ships to leave off every troubled coast of the world. We are all going to have to get our programmes together and react to the intelligence of what's going on as it comes through."

NEW CARRIERS WILL BE A CUT

ABOVE THE REST

BRITAIN's force projection capability will be powerfully enhanced by the two new carriers announced in the Strategic Defence Review as eventual replacements for the three Invincible-class ships.

The decision represents a return to the use of purpose-built, multi-role carriers, a position abandoned in the 1970s when the Royal Navy's last strike carrier, HMS Ark Royal, went out of service.

The Invincible-class were originally termed "through-deck cruisers" at the time of their design, largely because it had been decreed that the Navy should not have new carriers.

While they were designed as anti-submarine vessels, in the real world they and their Sea Harriers have had to fulfil a wide variety of tasks, including strike missions against targets ashore.

Key role

"Successive operations in the Gulf and Bosnia have demonstrated that carriers play a key part in peace support, coercion and combat," says the Review. The main role for British carriers in future will be to support joint operations.

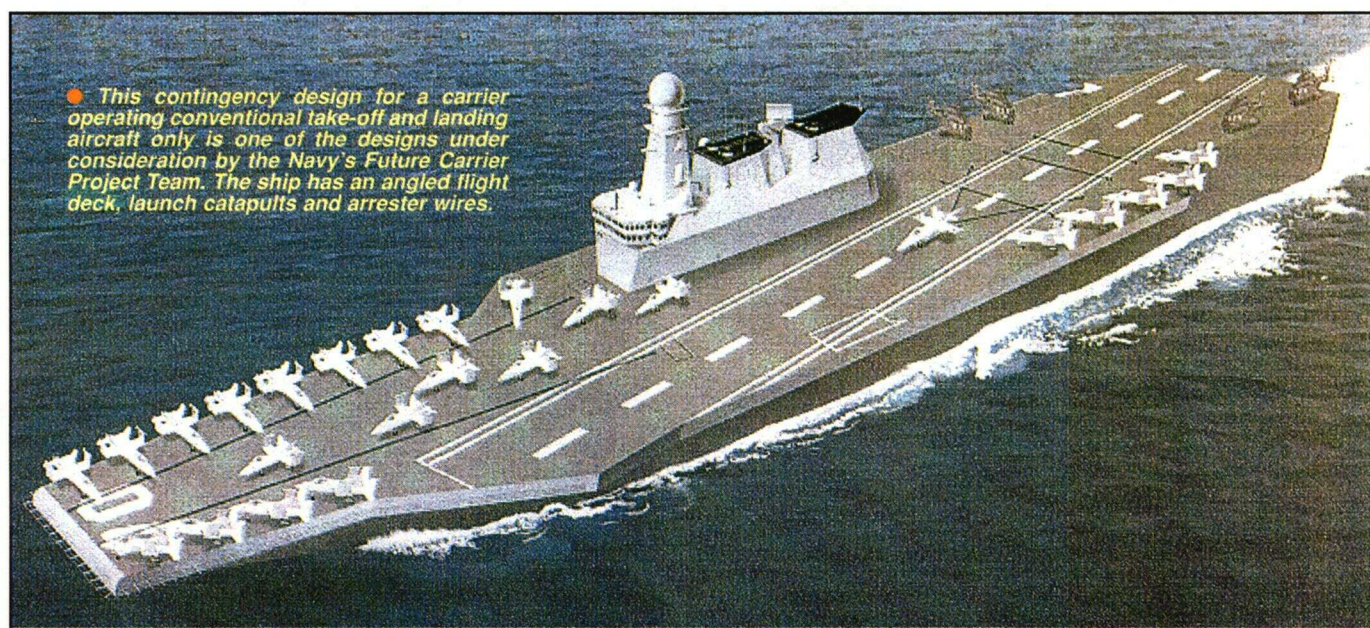
There is a trade-off: for larger, more capable ships, the Navy will lose one carrier hull in total when the new ships appear in 12-15 years. But when they do enter service their size of up to 40,000 tonnes will make them larger than Britain's wartime carriers, and the biggest RN warships since the strike carrier Ark Royal paid off.

They will each be capable of embarking 50 fixed wing aircraft

and helicopters, although it is by no means certain that the fixed-wing element will be of STOVL type.

The aircraft which will equip the new ships is likely to be the US Joint Strike Fighter, being developed in conventional as well as STOVL configuration. The advantages of the former are likely to include longer range, a greater payload and better performance.

Amphibious forces – The four RoRo ships will bring to six the numbers available to accommodate a brigade-size force. With the helicopter assault ship HMS Ocean – currently undergoing trials – and



key factor in Britain's capability to deploy forces rapidly to crisis spots and will provide a "pivotal element" of the UK/Netherlands Amphibious Force under NATO.

Destroyers and frigates – The frigate/destroyer force will be reduced by three to 32. Although escort vessels will continue to fulfil vital roles in peace and war "the

previously planned the oldest Type 42 destroyer, HMS Birmingham. In the following year the Type 22 HMS Brave will go, followed in 2001 by the Batch 2 Type 22, HMS Coventry.

In the longer term, the remaining Type 42 air defence destroyers will be replaced by the Horizon multi-national frigate, while development of a Type 23 replacement will continue.

Attack submarines – There will be a staged reduction in strength from 12 to ten, two of the older S-class boats being paid off. The decision was made "in the light of our assessment of the forces needed to support Britain's foreign and security policy."

An order last year for three Astute-class submarines is unaffected, and it is still intended to order two more early next century.

Nuclear deterrent – The Government has reiterated its commitment to a continuous patrol involving four boats, but has signalled an eventual reduction to single crews to reflect reduced operational tempo.

In an unprecedented move the SDR reveals the number of warheads to be deployed at any one

time – 48. Total stockpile is "fewer than 200 operationally available warheads."

Vanguard-class submarines will now also be able to carry out secondary tasks, including hydrographic work, equipment trials and exercises with other vessels.

Primary casualty receiving ship – A 200-bed vessel will be procured, with a second available on contract at longer notice, if needed.

Minehunters – The planned increase in the force from 19 to 25 has been scaled down to 22, reflecting the reduced mine threat in home waters since the end of the Cold War. This will be done by pay-

ing off three ships within the next few years. Today, Hunt-class and the newer Sandown-class ships "have an extremely important role to play" in force projection operations.

Fishery protection – The Fishery Protection Squadron will lose one of its seven ships – HMS Orkney, which will pay off in April.

While the SDR confirms the Squadron's continued work on behalf of the Ministry of Agriculture, Fisheries and Food, the Scottish Fishery Protection Agency's decision that it no longer needs the Navy's fishery protection assistance enables the reduction to be made.

'The task for the Royal Navy and Royal Marines is clearly set out. The plans stand us in good stead and ensure that we remain one of the most powerful and effective navies in the world.' – Admiral Sir Jock Slater.

the commando assault ships HM ships Albion and Bulwark due to enter service in the next few years, the Royal Navy's amphibious arm will be formidable.

The Amphibious Warfare Squadron will also operate RFA logistic landing ships, replacements for two of which are also due in a few years time.

The amphibious ships will be a

threat has changed. We no longer face potential enemies with navies on the scale of the Cold War, and open-ocean anti-submarine warfare is no longer the primary task it once was."

Six escorts will pay off as the last three Type 23s enter service. Four vessels will decommission next year – the Type 22 frigates HM ships Boxer, Beaver and London, and as

STRATEGIC DEFENCE REVIEW: THE FACTS

through its enlarged amphibious arm. It also outlines plans for:

JOINT FORCE 2000

This "radical initiative" builds on the success in operating Sea Harriers and RAF Harrier GR7s in a joint carrier air group, such as that used during the Gulf crisis earlier this year.

Recognising that carriers have a key role in such joint operations, the SDR foresees the gradual merging of Naval and Air Force Harrier culture and practices "towards a properly joint force, capable of land attack and air defence operations."

JF 2000 is expected to be established by about 2005, and would begin to operate a common aircraft – probably the US Joint Strike Fighter – before 2010.

A study team will examine the closer integration of the present Harrier fleets, increased exchange of personnel between the two Services, possible convergence of RN and RAF engineering trade structures, and the size, structure and timescale for a JF 2000 HQ and organisation.

JOINT RAPID REACTION FORCES

These will be developed from the current Joint Rapid Deployment Force which, says the SDR, at present has insufficient power and inadequate logistic and medical support for lengthy or simultaneous deployments. It also needs better command and control arrangements.

Unlike the JRDF, the new organisation will be used for all short-notice operations, providing the leading elements of forces larger than brigade strength. All deployable high-readiness forces will form part of the JRRF, including a Royal Marines Commando group from 3 Cdo Brigade RM.

Second-echelon units providing more substantial, follow-up forces will include a powerful maritime-based joint landing force comprising 3 Cdo Brigade itself, beefed up, if necessary, by units from 3 (UK) Mechanised Division.

The JRRF will be tested during the biggest joint exercise for years, planned in Oman for the year 2001.

JOINT HELICOPTER COMMAND

This will bring together the Navy's commando helicopters, the Army's attack and light utility aircraft, and the RAF's support helicopters. It will be under two-star command, to rotate among the three Services, and based at Yeovilton, Netheravon, Wilton or Benson.

The move is intended to improve efficiency in training and operation of battlefield helicopters.

JOINT DEFENCE CENTRE

This concept will be studied with the aim of bringing the development of joint and single-Service doctrine under one authority, ensuring that doctrine evolves in tune with technology and lessons learned, and developing Britain's contribution to such work undertaken by NATO.

CHIEF OF DEFENCE LOGISTICS

Next April, this new, four-star appointment will assume responsibility for the logistic tasks carried out at single-Service level, including those of the Navy's Chief of Fleet Support. Among the tasks of the CDL will be development of a unified logistic organisation and a common approach to supporting front-line forces.

NAVAL SUPPORT

RN stores depots in Rosyth and Colerne will be closed after consultation. Explosives storage split between the Navy and Army will be combined under the Naval Bases and Supply Agency by April. Increased funding will be made available for regeneration of weapons.

Refitting work at Rosyth and Devonport is expected to reduce with the cut in the numbers of frigates and submarines. However, a major, allocated refit programme for non-nuclear work is assured until 2001 at Devonport and 2007 at Rosyth – including the major refit of HMS Ark Royal due to start next year.

DEFENCE MEDICAL SERVICES

Priority will be given to addressing the shortfalls in personnel and equipment across all three Services.

■ continued from page 1

Plans include an additional 800 field hospital beds at a higher readiness and the establishment of a Regular operational medical supply organisation.

Among measures aimed at improving the Defence Secondary Care Agency, are: the recruitment of 250 personnel, re-negotiation of the Ministry of Defence hospital unit contracts with NHS Trusts to allow personnel more time for military activities, better access to mess facilities for all ranks, and funding to allow recruits to be medically evaluated more quickly.

But the SDR admits that in some areas "the remedial programme will be a long-term undertaking."

DEFENCE PROCUREMENT

To improve and streamline this area of business, the Smart Procurement Initiative introduces single integrated teams for each project within the Ministry of Defence, bringing together all stakeholders and involving industry.

Meanwhile, the Procurement Executive will remain an integral part of MOD; privatisation is not seen as feasible. However, it was concluded by Ministers that PE should become an agency by April.

A reduction of 20 per cent in operating costs is envisaged by 2001-2, with manpower contributing a "major element" of the savings.

DEFENCE AGENCIES

Increased efficiency is foreseen by extending the agency concept. At present there are 44 defence agencies. They will be joined by the Defence Aviation Repair Agency by April next year, and a defence-wide storage and distribution agency in the next seven years. And the addition of the Procurement Executive to the list of agency candidates will bring over half the defence budget under agency control.

ROYAL NAVAL RESERVES

The RNR will increase by 350 to provide more personnel for use across the Fleet. And there will be some new or enhanced roles for Reservists, particularly in the Defence Medical Services.

Extra training planned

NEW initiatives in Service education, training and welfare have been announced in the Strategic Defence Review.

New entrants will have the opportunity to gain six skills identified by the Department of Education as essential in the workplace. They are: working with others, communication, ability to work with numbers, use of information technology, earning skills and problem solving.

All will have the opportunity to gain National Vocational Qualifications at Level 2 within three years of joining – or during minimum engagement.

Value of the individual refund scheme will be raised and eventually changed to become an individual learning account scheme, while personal development rec-

ords will be introduced for all. Service children's education overseas will be improved by bringing it into line with Department of Education initiatives.

Welfare arrangements will be enhanced by a veterans' advice cell and, in the longer term, a career transition partnership for leavers with more than five years service, and improved job-finding help for leavers after three to five years service.

In the longer term, there are plans to raise the standard of some living accommodation; to introduce a Service families task force to address concerns over access to accommodation, education and medical services; to introduce a new pay structure by April 2000; and to review compensation arrangements for awards and set benefits.

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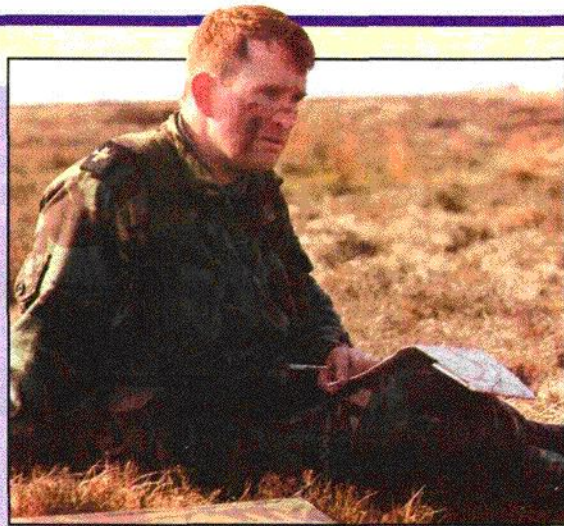
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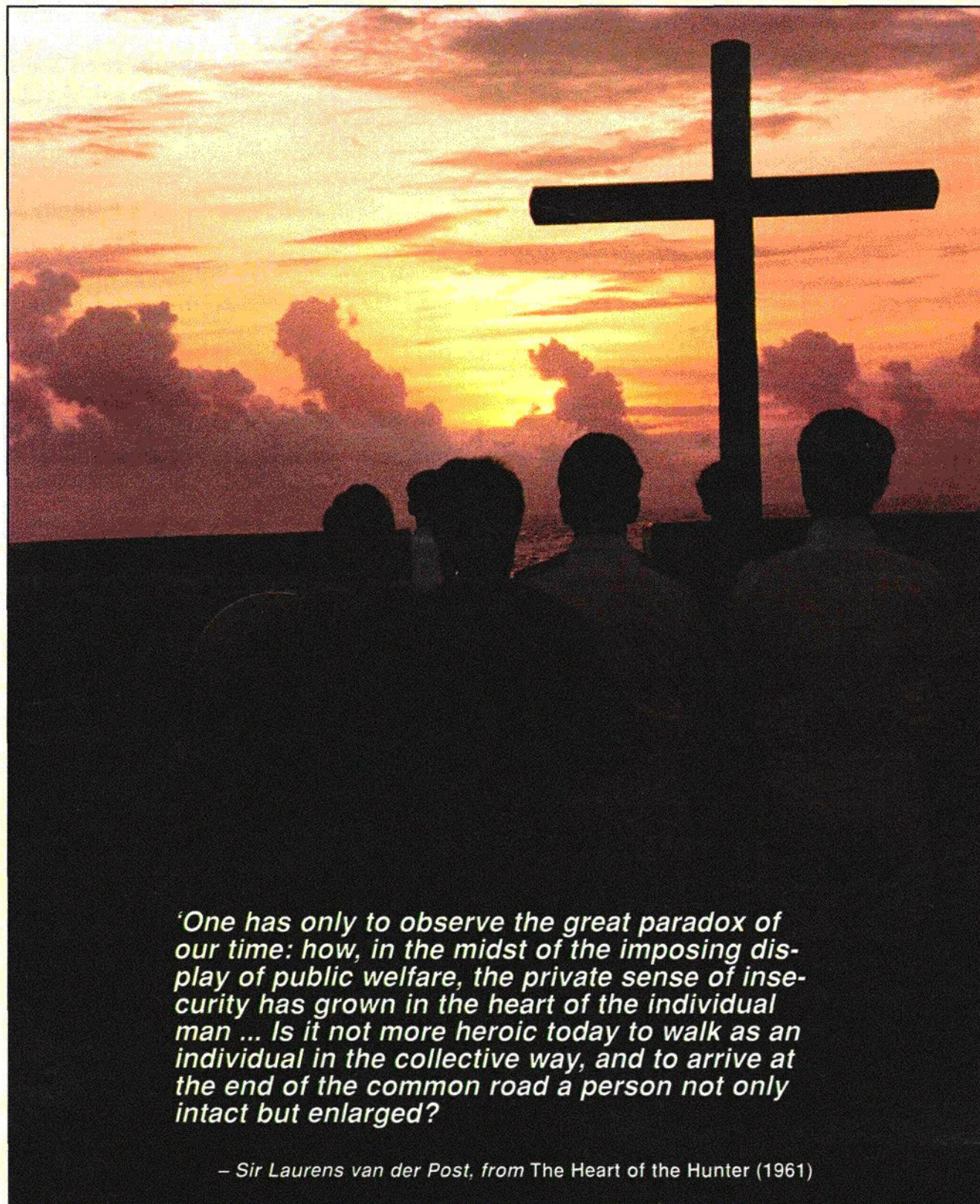
● "When I get home I'll have a bath and a beer – no, scrub the bath ..." Deep thoughts from Pete Scott, Chaplain to the Royal Marines Poole and the Special Boat Service, who tells Navy News: "It's a ministry of presence, of mucking in and doing whatever everyone else does. Occasionally you have the deep conversations – usually in the dead of night on sentry duty or when you're under a bivvy and it's lashing with rain and you're sharing a roll-up. I'm constantly humbled by the trust the blokes show. They share their hopes and their ambitions and sometimes their fears. Things they wouldn't tell anyone else. That's what makes it worthwhile – especially if you have been digging a trench and it's still not deep enough after 20 hours work ..."



They're 'Friends', not 'Dad's Army' vic

WE'LL BE TH

As Chaplain of the Fleet, Dr Charles Stewart is naturally protective of the culture that lies at the heart of the Navy. In an interview with *Navy News*, he told Editor Jim A



'One has only to observe the great paradox of our time: how, in the midst of the imposing display of public welfare, the private sense of insecurity has grown in the heart of the individual man ... Is it not more heroic today to walk as an individual in the collective way, and to arrive at the end of the common road a person not only intact but enlarged?'

– Sir Laurens van der Post, from *The Heart of the Hunter* (1961)

I believe very strongly in the Navy as a culture with its own language and traditions. What's fundamental is the sense of belonging we have, not only to the Naval Service but to one another – the idea of 'looking after your oppo'.

But these things are under threat from all sorts of pressures, including civilianisation, cut-backs and computers.

By 'civilianisation' I don't mean employing civilians to do jobs once done by Service people – what I'm afraid of is our culture changing from being a way of life to being just another job. We are in danger of diminishing the RN/RM ethos – the whole way of doing business which makes us what we are.

We aren't just another business like Marks and Spencer or Sainsbury's – we have a distinctive way of life and belong to a Service which can ultimately call on us to give up our lives.

We will always have vitally important peacekeeping tasks and humanitarian missions to perform, but at the end of the day our *raison d'être* is to be at sea (or on land, *per mare per terram*), to be there to fight, and to fight to win. The Naval Chaplaincy exists to provide for the spiritual, moral and pastoral needs of Service personnel and their dependants within the context of a fighting force.

I believe most strongly that our spiritual, ethical and relational qualities are the glue which binds the whole Naval Service together. The problem is you can't put those things on a balance sheet.

Loyalty cuts both ways. People expect that when you join the Navy, ready to give your all, the Navy should look after you in return.

But society at large isn't like that – it's moved away from the caring contract with the individual to being obsessed with the bottom line. It's no longer "What can we do?", it's now "How much will it cost?" I wouldn't want us to go that way, too.

When we made people compulsorily redundant a few years ago it was a real watershed in people's perception of the Armed Forces. It caused a change in mind-set and created an uncertainty which we are still dealing with.

Computers, or rather the way they're used, have added to people's sense of isolation. The problem with technology is that it can de-personalise relationships. An 'internetted' culture does not offer the warmth of human contact or a sense of deep trust and so the feeling of community is diminished.

The days of moving around, chatting and making time for people, with the consequent bouncing-off of ideas, are disappearing from the modern office. Instead, you feel you are intruding when you try to chat to someone, so the human factor is lost.

Chaplaincy is very much about maintaining the human factor. Being part of the Naval Service, but not part of the rank-structure, gives chaplains the freedom to raise the unraisable question or say the unsayable – this is one of our strengths. We have no axe to grind save the care of our people.

There has always been a profound spiritual need in the Navy. My difficulty is the barrier that's thrown up by popular images of the



Church: it's just a stuffy institution, or it's simply for the very old or very young – and has nothing to say to ordinary people.

Rubbish! Our 'bread and butter' is the care of Service personnel and their dependants, most of whom aren't very old or very young, and most of whom have had little or no connection with the Church.

Stereotypes of clergy as seen on TV, like the vicar in *Dad's Army*, don't help us at all. Clergy are generally portrayed either as buffoons, or as soft, wishy-washy characters with cups of tea and cucumber sandwiches. That is very differ-

'Women have influence, are more assertive and tend to be easier and at a

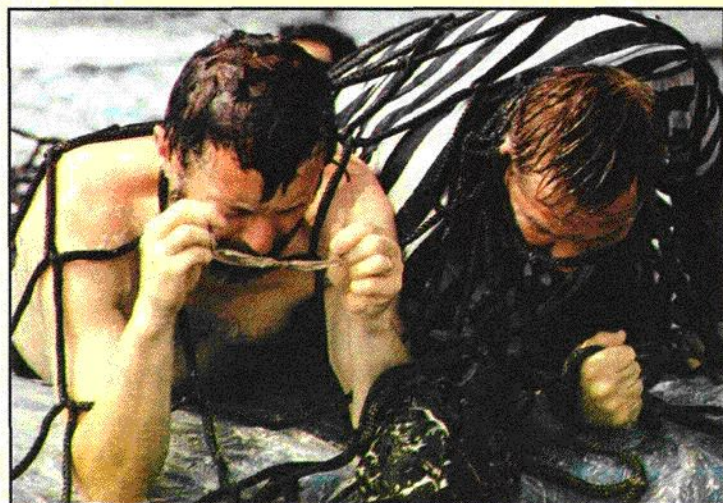
ent from the 'sky pilot' that exists in today's highly professional Naval Chaplaincy.

Jack knows when someone is genuine. Once you start talking about deep issues – and I don't mean abstract philosophical stuff, rather answering questions like "My girlfriend's got a breast tumour, what does that mean for us?" – once you begin speaking on that level then you've achieved that openness of rapport which is central to our task.

A Naval chaplain needs to be able to work without the props of a nice church building, fine organ, choir and all that. The building and what goes with it is simply a means to an end, not an end in itself.

A chaplain needs to be someone who can board a ship with just a kit bag and make an impact by sheer personality. I don't mean he or she should be a buffoon or completely

● **Sally Theakston has been Chaplain of the Fleet for 18 months – much of which she has spent in the Gulf, the West Indies and the Pacific.**



● **Above: Dawn service in the Indian Ocean, HMS Illustrious.**

● **Left: Soap gets in your eyes ... Rodney Baxendale, the carrier's Chaplain, gets soaped up half-way round a flight deck assault course.**

● **Right: When the Type 22 frigate HMS Cornwall's Sea King helicopter flew aid missions to war-torn Sierra Leone earlier this year, Garth Petzer became the ship's Humanitarian Officer – and co-ordinated all flights into the interior regions.**



cars. And as the Chaplains' boss says –

ERE FOR YOU!

s the Navy's spiritual spokesman – and so is the heart of its unique spirit. In an exclusive Allaway that it needs protecting as never before:

OTT – chaplains need to show that they genuinely care for other human beings in such a way that it makes an impact on everyone around them, again not by being pious or soft but through integrity.

It's caring that gains you street cred – once you have that, that's when the searching questions start to come. A clerical collar doesn't give you access to the inner realms of an individual – that's something you have to earn.

One of the things that excites me about Naval Chaplaincy is that we're dealing with precisely the age group that's missing from most churches, the 18-25 year olds. In this sense I see Naval Chaplaincy as being at the cutting edge of the Church's mission – a fact which is very important to me.

I am not so much interested in getting bums on pews; my experience is that whether people are outwardly 'religious' or not, everyone has spiritual needs. That's why Chaplains are there – not to turn people into holier-than-thou pious prats, but to develop their potential, so that they can live life to the full as God intended.

I don't want Chaplaincy to be seen in a negative way – in other words, you only see the padre when you have problems or when there's

is very cagey about opening up to someone else in case it spoils their prospects for promotion – or worse still, lands them in trouble.

The Navy trains people to stand on their own two feet, and that's right. But there comes a time when the right and bravest thing to do is admit failure, and we're not very good at that. If you break a leg, you need medical help to put you back on your feet again; sometimes life throws problems at us which can be just as crippling emotionally – then you need pastoral care while the wounds heal.

When it comes to confidentiality people ask silly questions like "What would you do if somebody admitted to you that they've planted 2lb of Semtex under the Captain's bunk – would you split on him?"

All I can say is that in 20 or so years something like that has never happened to me – or at least it hasn't reached the stage where we haven't managed to sort it out! There are all sorts of things you can do without breaking confidence, such as persuading people to change their minds or even, in such an extreme case, an anonymous tip-off – no names, no pack drill. At least I haven't lost a Captain yet!

Another question I'm often asked is where do I stand on homosexuals being allowed to serve in the Forces. Like many others, my chief concern is how it might change the whole dynamic of life at sea on the messdecks: I am worried that levels of trust might be eroded which would lead to a lessening of the community bond.

I am also very conscious of the possible impact of European legislation and the fact that homosexuals have rights which have to be respected. All we can do is await the outcome of various cases and do our best to guard the Naval ethos of 'all of one company'.

Similar questions were raised about the impact of women at sea would have on life in ships. There are a few jobs where one might question their suitability on grounds of physical strength – but I believe women contribute to the professionalism of the sea-going Fleet.

They have a humanising influence, are more forthcoming and tend to discuss things easier and at a deeper level. Men still tend to be locked into the archetypal image of what is still a predominantly male environment.

Whatever, my task is to ensure that the Naval Chaplaincy Service adapts to the changing world of our people and that we will continue to be there for them!

a humanising more forthcoming-discuss things deeper level'

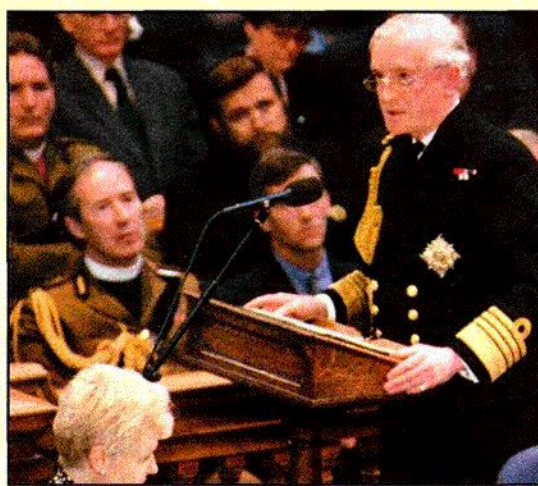
bad news from home.

We are there equally for people who are leading happy, successful and fulfilled lives – to enrich their lives still further. Chaplains are not there purely to hand out crutches – if a kid comes up to me and says "Hey, I've just passed my GCSEs!" that says as much to me about relationships as another who calls to tell me his mother's dying. It is about sharing their joys as well as sharing their burdens.

Confidentiality is vitally important in all our dealings – I can't emphasise that too strongly. It underpins the whole basis of trust in being "friend and advisor" to all – a fact recently endorsed by a Parliamentary select committee.

In a system where promotion depends on good reports, everyone

plain to the 3rd Destroyer of it spent at sea on deployments and the Mediterranean. She is Falklands.



'In the midst of so much change, one thing is certain. That those basic spiritual needs – to be valued and respected – have changed very little over the centuries.'

'The military, for all its technological sophistication, still needs today the ministry of its chaplains – chaplains who are there among us, creating that sense of security, trust and friendship that we all so greatly appreciate and admire and value.'

– First Sea Lord Admiral Sir Jock Slater, addressing the General Assembly of the Church of Scotland, Edinburgh, 1998.

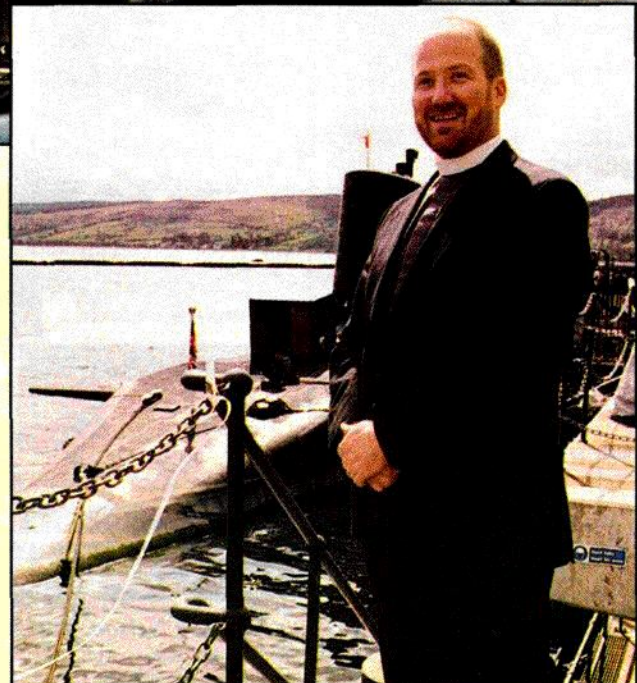
● Left: A Remembrance Service on the desert hills above the River Jordan was a highlight of Simon Springett's time as Chaplain to 40 Cdo RM

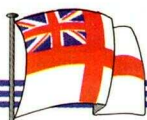
● Below: A Memorial Service at sea for Diana, Princess of Wales, led by Martin Poll.



● Left: Sky Pilot – Carrier Air Group Chaplain Paul Donovan has lately seen operations in the Adriatic and the Gulf as well as NATO exercises on both sides of the Atlantic.

● Right: Before being called to the Ministry, Mike Meachin spent four years in Nigeria with his wife Clare, as Projects Officer in a leprosy centre. His first career was in the Royal Navy, though, when he served in HMS Wilton, Ajax and Brave. He is currently Chaplain to the First Submarine Squadron.





John Paul Jones' image fights back



UNLIKE his contemporary Nelson, John Paul Jones was denied the glory of death in battle at the height of his fame. Instead, at 45, he died alone and in straightened circumstances in Paris, of bronchial pneumonia – unaware that President Washington had appointed him US consul for Algeria with a salary of \$2,000 a year.

It was intended that he should negotiate with the Dey of Algiers for the ransom of American prisoners captured by the Barbary pirates – a long vexed question that had infuriated him for years – and the appointment reflected both Washington's and Jefferson's "special trust and confidence in the integrity, prudence and abilities of John Paul Jones."

As well it might – the founder of the US Navy and the outstanding figure of the naval campaign of the American Revolution had by this time earned a knighthood and a sword of honour from the French and a unique gold medal from Congress. He was also the most literate of sea captains, a one-time Shakespearean actor and a poet of considerable merit.

Jones's most famous exploit, of course, is his encounter with HMS Serapis – a larger, faster and more powerfully armed ship than his own – off Flamborough Head in 1779.

The story of how he emerged victorious from this fight, through sheer guts, indomitable will and a refusal to admit the possibility of defeat, has been an inspiration to sailors everywhere. And never more so than in the US Navy itself in the aftermath of Pearl Harbor when the immortal words of the dour little Scotsman – "I Have Not Yet Begun to Fight", title of a new biography by James Mackay (Mainstream £20) – were in the mind of every American seaman.

The legend is done no harm, either, by the fact that he was a notorious lothario who changed partners so often that the British, whom he defeated at sea, took revenge by naming a dance after him, in derisive allusion to his womanising.

But there is a huge amount of mystery about him – which Mackay has done his level best to uncover.

For one thing, the British demonised him as a pirate. Thomas Berry, a survivor of the Flamborough Head fight, said in an affidavit published in the *London Evening Post* that Jones was dressed in a short jacket and long trousers, with about 12 pistols in his belt and a cutlass in his hand; that he shot seven of his own men for cowardice or desertion, including his own nephew, "and had the barbarity to shoot at the lad's legs who is a lieutenant in his ship."

In fact Jones wore regulation naval uniform, shot no-one of his own crew and had no nephew aboard.

But Berry's tall stories were soon expanded and embellished with the result that they persist to the present day.

About his physical appearance we can be sure, however – because, like Nelson, Jones's body was pickled in alcohol. This had been done by Pierre-Francois Simoneau, commissaire for the arrondissement in which Jones had died, who had protested at the American minister's plan to dump the hero in a pauper's grave and instead sealed him in a lead cylinder in the hope that he would one day be repatriated to America for proper interment.

Over a century passed before this was done – by which time the Protestant cemetery in Paris had been buried under the redevelopment of the city by Baron Haussmann and the wholesale destruction of the Siege and Commune.

But finally, on April 7, 1905, after an obsessive six-year search by the American ambassador, General Horace Porter, the lead coffin was found – and the well-preserved head, complete in every detail, bore an uncanny resemblance to the Houdon bust portrait shown here.

The English press may not have done much for Jones' image – but he is treated with honour, not surprisingly, in his native Scotland, where the Sea Cadet unit in Kirkcudbright where he was born in 1747, bears his name.

- JFA

Three ways to wield the trident after 1805

TRAFALGAR, it is always said, established Britain's naval supremacy for over a century – but no-one knew this at the time and nor, according to Richard Woodman, was it then entirely true.

In *The Victory of Seapower* (Chatham £30) the author of the Nathaniel Drinkwater novels reveals some of his research of the period 1806-14 to show how the Royal Navy made use of its freedom to exploit the unprecedented seapower it had achieved.

In fact the threat from the French battle fleet was never entirely eliminated – but the rigorous policy of blockading its main bases meant that Napoleon's navy was never able to mount a significant challenge.

Thereafter British policy was first to defend the ever-increasing trade that paid for the war effort, and second to strike back at the dominant military power of France

and her satellite states whenever the opportunity arose.

Often the two strategies were closely linked, as in the gradual takeover of the French Caribbean colonies and the elimination of Dutch power in the East Indies.

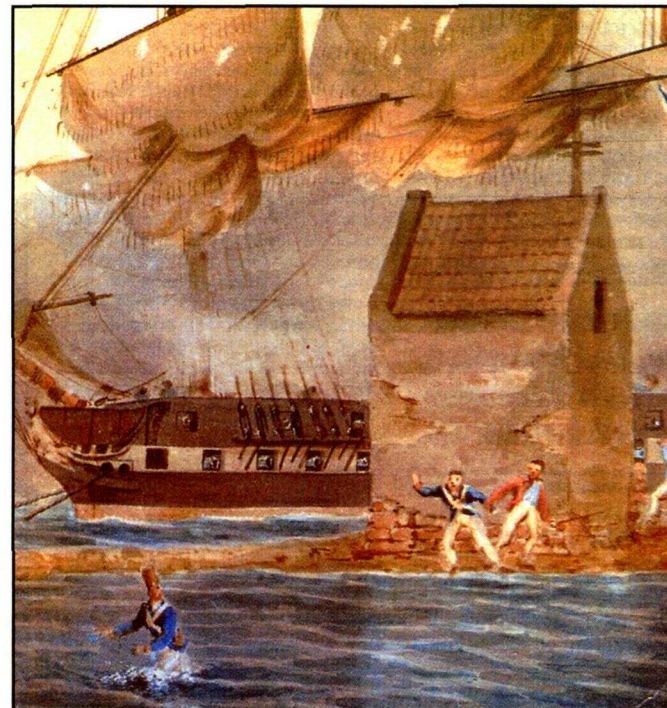
The Navy also fought all around the periphery of Europe and although not every amphibious operation was as successful as the 1807 assault on Copenhagen, the naval aspect was usually executed with skill and aplomb.

Even Wellington admitted that the Navy's support won him the Peninsular War.

Before the final defeat of Napoleon, the Navy was kept busy against the Danes, the Russians, the Turks and ultimately the Americans, as well as the French and their Dutch and Italian allies.

It may have fought no more major fleet actions – for the simple reason that no major fleet emerged to meet it – but it was forced to increase its size as commitments and responsibilities grew proportionately.

Woodman concludes: "It was a Frenchman named Lemierre who wrote 'the trident of Neptune is the sceptre of the world'. It is not too fanciful an image to state that while the trident was in dispute up to 1805, the Battle of Trafalgar wrested it from the grasp of Napoleon."



● Detail from the capture of Curacao by Brisbane's squadron, 1807 (National Maritime Museum).

"Despite this, it remained a matter of contention for a further decade. To take the metaphor further, Britannia's ultimately successful wielding of the trident was appropriately three-fold. By blockade, striking back and defending her precious trade, she was finally able to decide the matter in her

own favour. "It was this cumulative, triple-pronged maritime policy that finally deprived Napoleon of his attempt at 'mastery of the world', ensuring the defeat of the greatest military landpower history had so far seen."

- JFA

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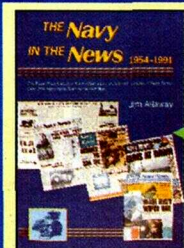
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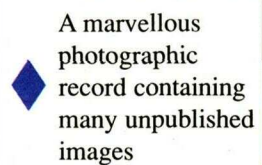
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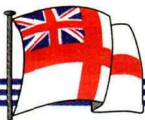
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The Nile and the Rock

Nicholas Pocock's painting of the Battle of the Nile is shown on the commemorative cover issued by the Royal Naval Philatelic Society – together with a stamp featuring Nelson's dog 'Neileus', named after the famous victory.

The view is of the French position in Aboukir Bay with the British attacking from the right and Foley's HMS Goliath rounding the head of the enemy line. Enclosed text highlights Gibraltar and the Nile Connection. Tel 01705 291259 for details.





At Your Leisure



Not nice weather for a Duck!



ONE of the most strikingly unusual aircraft in Jane's Historic Military Aircraft Recognition Guide (HarperCollins £14.99) is the Grumman JF/J2F Duck, a utility amphibian that remained in production for almost a decade after 1934.

The Duck was the first amphibian designed by this legendary naval manufacturer and was heavily influenced by its FF-1 and F2F carrier-based fighters of the early 1930s.

Grumman also borrowed ideas from the US Navy's then current amphibian, the Loening OL-9, the end result being a proposal for the XJF-1, a prototype the USN duly agreed to fund.

In fact the J2F turned out to be vastly superior to the OL-9, possessing a better rate of climb, greater maximum speed (190mph) and increased service ceiling. Fulfilling both the general utility role and observation mission, it was produced in steady numbers, the Coast Guard and Marine Corps also receiving examples. Grumman built its last Ducks in 1941, after which a further 330 (J2F-6s) were constructed by the Columbia Aircraft Corporation.

Although a dozen Ducks have survived into the 1990s, only Weeks Air Museum's J2F-6 BuNo 33549 (shown here) is currently airworthy. She was damaged when Hurricane Andrew struck Tamiami in August 1992, but has since been fully restored.

Top Navy ace who flew with Bader recalled

"Dickie Cork was an exceptional man – courageous and unflinching no matter what the odds. There was none better."

So wrote Douglas Bader when recalling the young man who had flown at his side during the Battle of Britain and gone on to become the Fleet Air Arm's top scoring fighter pilot.

But history has largely forgotten him – and A.H.Wren's moving biography *Naval Fighter Pilot* (Heron Books £16.99) is long overdue.

Cork was on secondment from the Navy when he flew with Bader in 1940. He then rejoined his parent Service to take part in battles against the German, Italian and Japanese air forces, destroying or damaging more than 20 enemy aircraft – including six in a single day during one of the most arduous convoys of the war.

After a period as an instructor he became the Navy's first Fighter Wing Leader, but was killed in a tragic accident on the eve of operations against the Japanese in 1944 – an accident for which he was unjustly blamed.

Wren tells his story with the help of many letters he wrote, previously unpublished photographs and the memories of those who knew and served with him.

CHURCHILL FILES GO UP FOR SALE

CHURCHILL The War Leader 1940-45 (PRO Publications £12.99) is the latest document pack from the Public Record Office – reproducing original papers covering the most dramatic years of the great man's life.

Compiled from the PRO's own records and those of the Imperial War Museum and the Churchill Archives Centre, Cambridge, the collection carries an introduction and com-

mentary by Phil Reed, Curator of the Cabinet War Rooms in London and includes:

- Poster design featuring Churchill as John Bull, by the famous cartoonist Illingworth (shown here).
- 'Never in the field of human conflict' speech, August 1940.
- Letter from President Roosevelt, January 1941.
- A personal letter from Churchill's wife, Clementine, August 1941.

- Top Secret 'Ultra' decrypt, June 1944.
- War Cabinet Minutes, July 1944.
- Minute to Chiefs of Staff on Allied bombing policy, March 1945.
- Telegram to General Eisenhower, March 1945.
- Churchill's letter of resignation, July 1945.

Teletubbies v Godzilla

Shimmying like a lizard at about 80 miles an hour, looking like a mobile crag or a giant animated rubblestone, Godzilla explores Manhattan, crossly swatting Apache attack helicopters and ploughing through skyscrapers like a boisterous child in the long grass.

If you're looking for an action movie, full of sound and fury and signifying nothing beyond the pleasures of mess and destruction, *Godzilla* is the film for you.

Our star is a serial rampager, by land and sea, a hyper-active monster with an astonishing biology whereby he or she or it is born pregnant and in no time at all is laying eggs all over Madison Square Garden. "Why, Colonel, within ten days there could be as many as ..." But fear not. Fresh from investigating the mutated Chernobyl earthworm, scientist Matthew Broderick is on the case, along with Jean Reno of the French Secret Service who, when he's not being chased by Godzilla, is complaining about the quality of the local coffee and the deplorable lack of a good croissant. (The presence of this archetypal Parisian is due to the French nuclear test programme having engendered Godzilla in the first place.)

Special effects buffs will have a fine time discriminating between the puppet-Godzilla and the digitally-composited version, although the movement is so rapid that there's little time for careful study. And in any case the best moments are imaginative rather than just

technological, eg the scene where a soldier in a subway gives the all-clear, just as a 15ft eyelid lifts and Godzilla's beady gaze fills the tunnel mouth ...

Armageddon, another of this summer's biggies, is also full of spectacular effects, and the climax is a classic, but it takes its characters way too seriously. After all, when you've just watched Paris reduced to scorched earth, it's annoying to be wrenched back to the soap opera of Bruce Willis's unresolved conflicts with his teenage daughter.

The *Godzilla* equivalent here is a meteor 'the size of Texas' and heading straight this way. Only Bruce and his team of oil drillers can save us, the plan being to rocket them up to the rock, have them bury a nuclear device, and then run like hell.

Our heroes have evidently been devised on the Teletubbies principle, with an identification figure for everyone – a cuddly one, a scruffy one, a wacky one etc. Teletubbies save the world! But the meteor itself is the real star, resembling Dante's Inferno – the nightclub, not the poem – being dark, noisy and full of unpleasant surprises.

– Bob Baker



● Churchill as war leader – a study for the famous poster by Fleet Street cartoonist Illingworth.

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Guzz marks NPFS 21st

A FLEET of nine double decker buses loaded with pre-school children descended on Devonport Naval Base to mark the 21st anniversary of the Naval Personal & Family Service with a monster party.

The 200 tinies enjoyed a three-hour entertainment programme that included magicians, jugglers and cabaret acts, a bouncy castle, ball pool, tunnel maze, face painting and a visit by an MOD Police dog and his trainer 'PC Padlock' (alias PC John Gilbert).

The NPFS comprises a professional Social Work service to sailors and their families. There is a Sailors and Families Advice Bureau that handles thousands of inquiries each year and a highly developed Community Service which in Plymouth manages six community centres, opening seven days and nights a week and offering dozens of family and social activities.

● Naval Base Commander Commodore Jonathon Reeve joined families from eight Service Family Accommodation estate preschools to cut a cake specially baked by the RN Cookery School at HMS Raleigh – helped by birthday twins Jordan (left) and Rhian Roberts.



Submarine Friends forge ahead

ONLY two years after formation, Friends of the RN Submarine Museum are 549 strong and have already ploughed £12,000 into various projects, notably the preservation of the Navy's very first submarine Holland I.

The Atlantis Club at HMS Dolphin was filled to capacity for their annual meeting – a remarkable turnout, their president Lady Fieldhouse observed, on the evening when England was playing Colombia ...

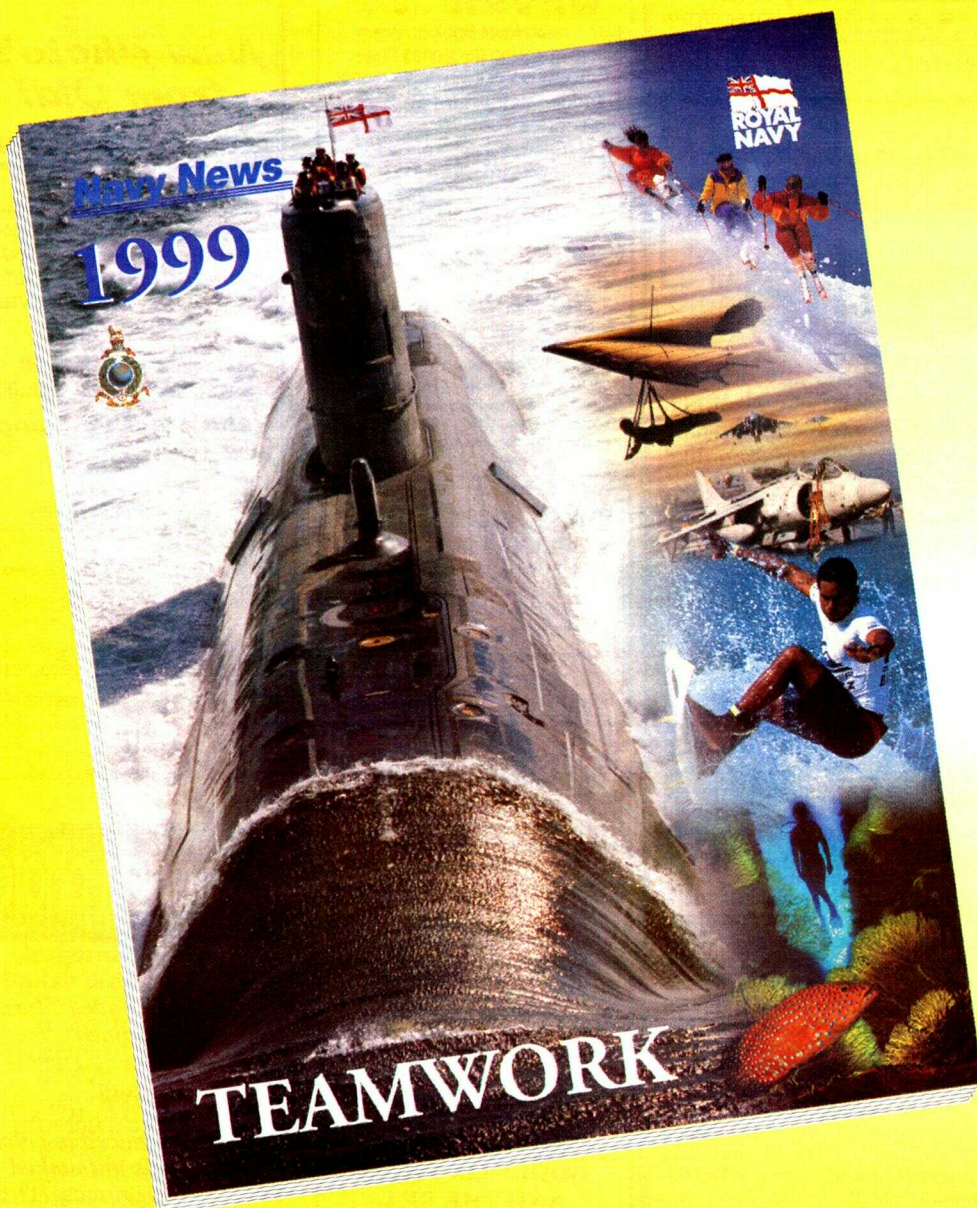
She joined Chairman Rear Admiral John Hervey in urging that the formal part of the proceedings be got over as soon as possible – and so they were, Flag Officer Submarines Rear Admiral James Perowne bringing members up to date with current developments while Admiral Hervey lightened the litany of submariners who had lately 'crossed the bar' with a series of sparkling anecdotes.

Irresistible is the one of a wartime CO "who was fond of a glass and knew he sometimes took a few too many".

And so he left standing instructions with his officers, that if ever they noticed he was "getting a bit out of control" at a cocktail party on board, they should grab him and lock him in his cabin.

Came the day when, on just such an occasion, a newly-joined young sub lieutenant spotted his boss entering his tiny cabin – and, full of zeal, rushed across and turned the key in the door.

To be rewarded with an immediate bellow from within: "Not yet, you fool!"



TEAMWORK

Is the theme chosen for the **Navy News**

Calendar 1999

If you're keen on sports, the Royal Navy has more to offer than any other organisation of its size you could name, and some of the finest facilities to enjoy them. Apart from the usual team games – and ships' teams regularly do well in matches played at their various ports of call around the world, even against professional sides – the Senior Service caters for every taste. Everything from white water rafting to motorcycle rallying. From ice climbing to hang gliding. From potholing to skydiving

Everywhere the Navy goes, its high standard of physical fitness is demonstrated by its sporting prowess. The 1999 Navy News Calendar has the latest pictures of some of the best units of today's Navy – with pictures of its people enjoying the opportunities it gives them to make the most of their leisure time.

Once again the customary high standard of presentation and production has been maintained.

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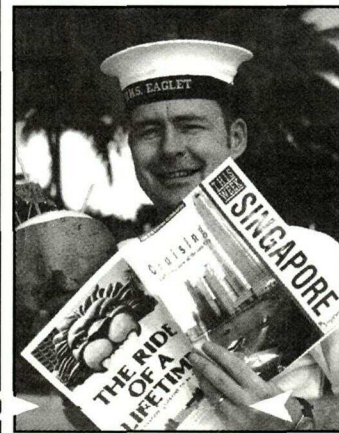
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The Royal Naval Reserve (RNR) comprises civilian volunteers (including ex-RN) to augment the Royal Navy in stretch, crisis, tension and war, at sea and ashore.



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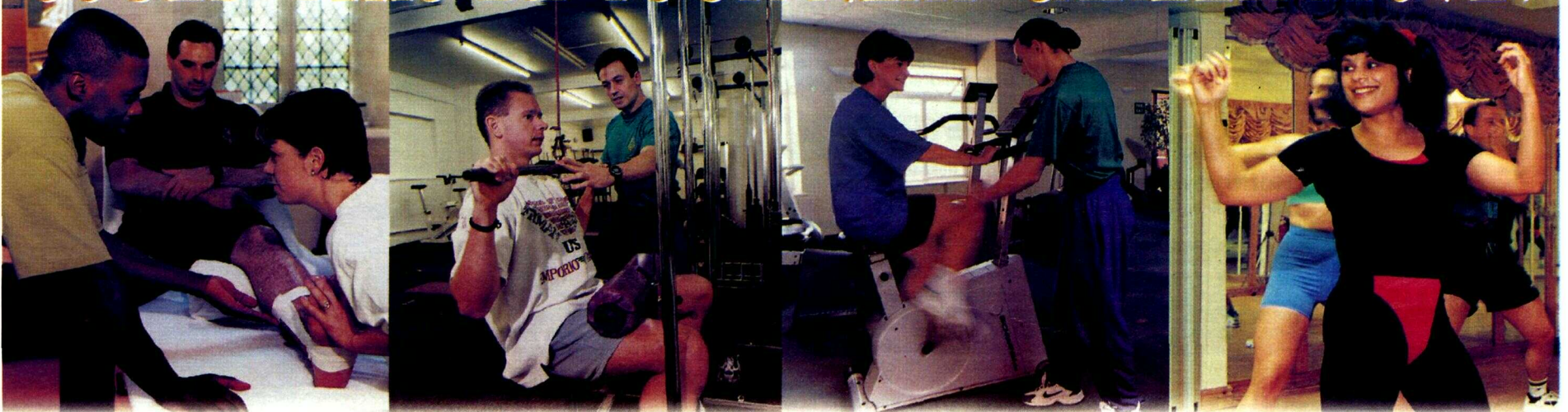
Uniform is free and naval pay and travelling expenses are payable; in addition, most reservists qualify for an annual tax-free bonus (Bounty) - currently up to £1,050 pa.

Recruits are normally British or Commonwealth subjects, aged between 16 and 33 years (43 for ex-RN), male or female and physically fit.

For further information, contact your nearest Reserve Training Centre or Armed Forces Careers Office. For details of these 'phone 0345 300123 (24hrs) or 01705 727676.

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Your guide to The...

FESTIVAL OF THE SEA

800 ships due to sail in for Pompey spectacle

The world watches

MORE THAN 100 countries will receive TV pictures of the Festival of the Sea.

In Britain, BBC and Meridian will be broadcasting from the event over the bank holiday weekend, and it is estimated that up to 100 million people worldwide will see the Festival on TV.

LATEST estimates for the number of ships of all kinds taking part in the International Festival of the Sea at Portsmouth rose to a staggering 800 as Navy News went to press.

Organisers believe it will be the biggest maritime festival ever held in Britain – and will include up to 40 Royal Navy ships of every kind.

The four-day festival is open from Friday, August 28 to Monday, August 31, running from 10am each day to midnight.

Among the tall ships and replicas of historic vessels will be the reconstruction of the Mathew, the vessel in which English explorer John Cabot reached Newfoundland and claimed it for King Henry VII in 1497.

To celebrate the 500th anniversary of that discovery, the Mathew re-enacted Cabot's voyage last year, getting a Royal send-off on her departure from Bristol.

Hornblower ship

Other replicas at the festival will include the 18th century man o' war Grand Turk used in the filming of the forthcoming Meridian TV series based on the adventures of C. S. Forester's Naval hero Horatio Hornblower.

Part of the Naval base will be converted into an authentic-looking 18th century street market with a 'cast' of over 200, while there will also be street

entertainment, press gangs, sailmaking and cooking demonstrations, and a fish dock.

During the festival over 2,000 musicians and performers will add to the entertainment – including a Royal Marines Band.

The organisers – main sponsors GEC – point out that ticket prices include everything on site plus all the Historic Dockyard attractions, which together would cost more than a festival ticket.

Prices

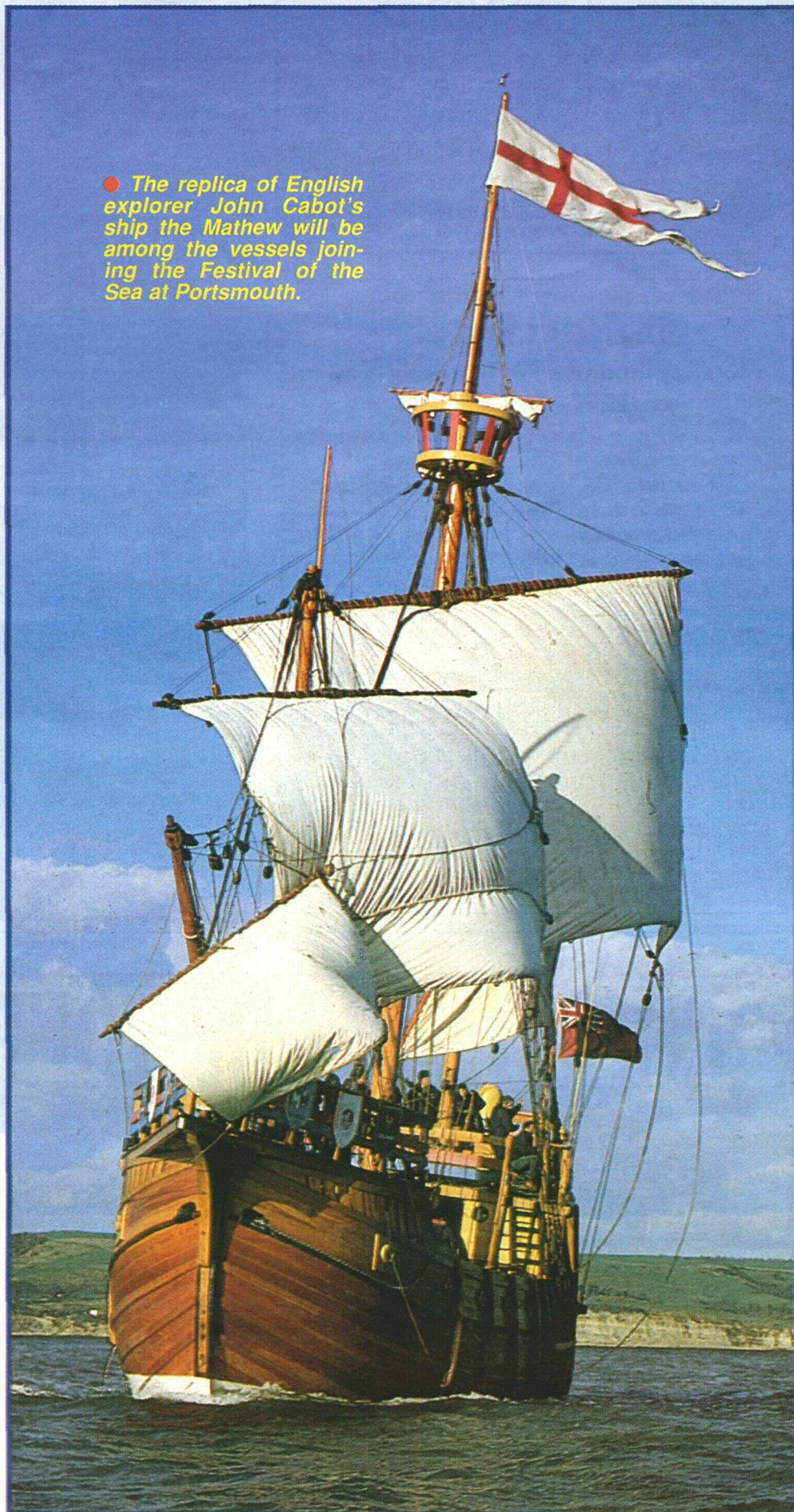
Tickets will cost £16 for adults, £14 for senior citizens, £10 for children over the age of six, and £40 for a family.

Four-day tickets can be bought for £48 (£16 reduction), three-day tickets for £40 and two-day tickets for £28. There are ten per cent reductions for groups of 10 to 44 and 15 per cent reductions for groups of more than 45.

Special reductions of £2 on tickets are being made for Flagship Portsmouth customers, RN personnel, members of the Royal Naval Association, dockyard workers and ratepayers of Portsmouth and Gosport.

Booking information is available on 0870 909 1998.

● The replica of English explorer John Cabot's ship the Mathew will be among the vessels joining the Festival of the Sea at Portsmouth.



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Students show they have heads for figures



THESE striking figures, made largely of papier-mache over aluminium frames, are destined to turn many a head at the International Festival of the Sea.

The six replica figureheads have been made over six weeks by Portsmouth University students studying restoration and decorative art. Our pictures, by LA(PHOT) Penny Taylor, show one of the students, Caroline Kerley, working on the replicas and (right) one of the figures at an earlier stage of construction.

The figureheads, the originals of which are in the Royal Naval Museum at Portsmouth, will be worn on the shoulders of a team who will parade them through the festival.

University spokesman John Bagnall said the skills of graduates from the college's School of Art and Design and Media Studies were being applied nationally and internationally. Ex-students had worked on projects ranging from restoration at Windsor Castle to repair of temples damaged by war in Vietnam.

After the festival two of the figureheads will be displayed at the university, while others will go to the Royal Naval Museum.



WHERE TO GO AND WHAT TO SEE AT IFOS

● Use this map of Portsmouth Naval Base to find your way around the attractions at the International Festival of the Sea.



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● HMS VICTORY



● HMS WARRIOR

FOOD COURT

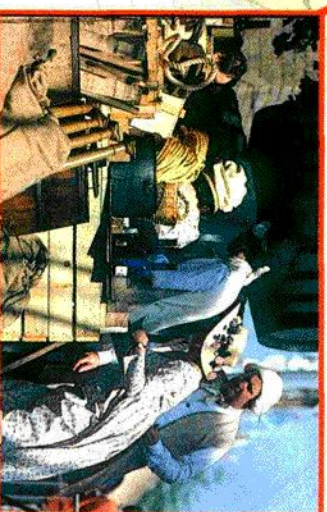


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- HMS NEWCASTLE Type 42 destroyer
- HMS RICHMOND Type 42 destroyer
- HMS BERKELEY Type 23 frigate
- HMS LEDBURY Hunt-class minehunter
- HMS BRIDPORT Sandown-class minehunter
- HMS SANDOWN Sandown-class minehunter
- HMS ALDERNEY Island-class patrol ship
- HMS BLAZER Archer-class patrol craft
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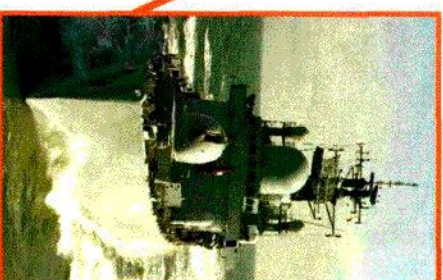
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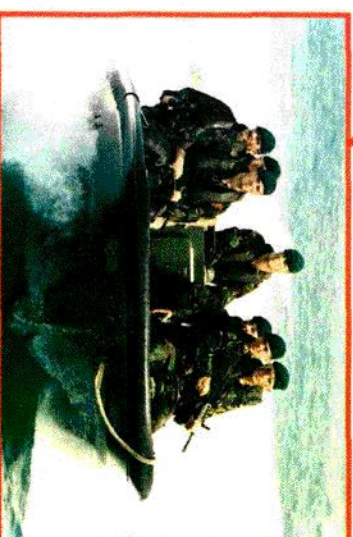
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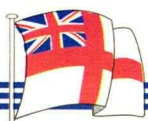
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YOU might think you know all about Renault TV ad soap star Nicole's love life, but you only catch a glimpse of the real star, the New Clio, writes *Glynn Williams*

It's a tease, so that you have to drive it to appreciate it for yourself.

Renault's New Clio, just launched, costs less than the model it replaces despite a higher specification, and despite its size it really does give that "big car feel".

Wider track front and rear helps, but overall the improved ride with all-new rear suspension, the reduction in "fussy" noise, the ergonomics - with details like fingertip stereo controls, power steering, electric mirrors, windows and sunroof - combine for that "got it right" sensation in the range-topping 1.6 RXE version tested.

Naturally, there are anti-lock brakes and air conditioning. It is easier to detail what it hasn't got, in terms of options like £200 for a front passenger airbag, £385 for a set of alloy wheels and £350 for a six-disc CD autochanger, than waste through what it has.

The interesting thing about this model is that the 1.6-litre capacity is new to the range, brought over from the Megane, and with 90bhp it gives good response, with 0-62mph in 10.6 secs and 112mph potential top speed.

And yet it will average around 40mpg, with nearly 30mpg on the urban cycle, nearly 50 on the extra urban test, and - this is an eye-



● The New Renault Clio RXE - small but perfectly formed

opener - thanks to the engine efficiency only needs an oil change every 12,000 miles or two years.

All versions also have a computer padlock engine immobiliser and anti-drill door locks, with all except the entry model also having remote central locking, and the RXE also has an alarm.

A trip computer, driver's seat lumbar adjustment, front fog lights, and body-colour bumpers and door mirrors, all help to give this wagon a touch of class, but it is the way the whole package has

been put together that counts.

It might appear a small car, with its friendly curves, but it's a five-seater with a reasonable boot which expands from nine to 37 cu ft by folding the back seats.

And in this knock-for-knock world another innovation you won't see is that the front wings aren't metal but the same composite material used in the Espace, saving weight and repair costs, shrugging off what would otherwise bring a dent. Yes, it's small but perfectly formed, the New Clio.

CAR FACTS

MODEL: Renault Clio 1.6 RXE five-door
PRICE: £11,700
INSURANCE: Group 6 (provisional)
ENGINE: 1.6-litre petrol producing 90bhp
TRANSMISSION: Five-speed manual (4-speed auto optional)
PERFORMANCE: 0-62mph - 10.6 sec; top speed 112 mph

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Peugeot 206 revealed

THE radical successor to the legendary Peugeot 205 has been revealed and numbered 206, ready to go on sale in the UK in October.

Peugeot says the new car, to be launched in three- and five-door versions with a full range of trim levels and choice of three petrol engines or one diesel, will set new

standards.

The result of a four-year development programme costing around £630 million, the new range is said to combine technical innovation, ultra-modern visual appeal, and the traditional Peugeot qualities of superb handling, comfort and performance.

But the autumn launch will be just the beginning, to be followed next spring by a high pressure turbo diesel, a powerful twin cam 2-litre petrol version with equipment including on-board satellite navigation system and an adaptive four-speed electronic automatic transmission.

And then, on the styling front, a new range-topping model will feature an a-thermal fixed glass roof taking up almost all of the roof panel, with electric interior shutter to blank it off.

Next year will also see the advent of the Peugeot 206 World Rally Car.



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S plate signals end to August sales rush



● S plate baby – the new Fiat Seicento.

THE Government has at last announced details of registration changes which will end the ridiculous situation of a quarter of the year's new car sales taking place in August when most people want to be on holiday.

The one peak creates problems for dealers having to stockpile and process large numbers of vehicles, with subsequent peaks in demand for MOTs and vehicle taxation and insurance renewals.

So make the most of this month's S plate, because after this change the system is going to speed up, with prefix changes in March and September from next year to use up the remaining digits ready for the new system in September 2001 – note the last two digits.

Like the system we have now there will be a year identifier, but in the form of two numbers which will be preceded by

three letters selected at random and followed by two letters denoting the area in which it was first registered – something as logical as the post-code PO for Portsmouth or SO for Southampton is indicated, to help the police.

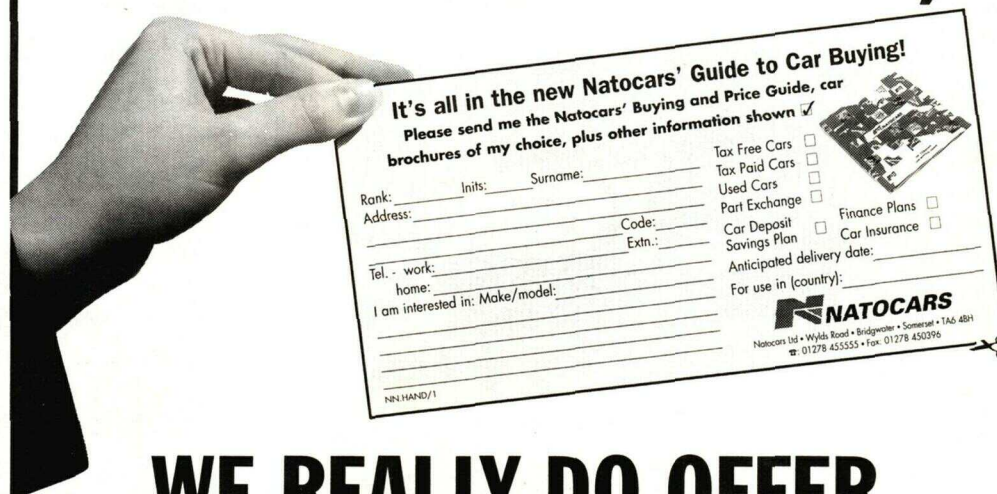
Some turmoil is expected, in both the new and used markets, and those who are really rubbing their hands with glee are those dealing in cherished numbers or personal number

plates which lose the year identifier.

But remember, what really counts is the model year and accompanying specification – a recent first registration date does not show how long it has been stockpiled.

And don't forget that it won't be long after the August rush – only a month or two – that the first 1999 specification cars will be appearing

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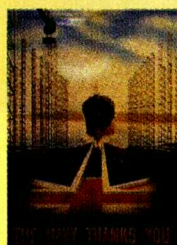
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Navy to lead an attempt on world's third highest peak

C LIMBERS in the Royal Navy and Royal Marines Mountaineering Club are on a real high.

As they enjoy a year of activities to celebrate the 50th anniversary of the founding of the club, they have learned that their chairman has been chosen to lead a Tri-Service expedition on the third highest peak in the World.

Lt Cdr Steve Jackson will be in charge of the British Expedition which aims to conquer the 8,568m peak Kangchenjunga via the south west face in the year 2000.

His selection shows just how far Service mountaineering has come since a 12-strong team, equipped only with hemp rope and nailed boots, founded the association in Glen Coe back in 1948.

In the decades that have followed the club has introduced countless novices to the sport of mountaineering and has encouraged its more experienced members to attempt the some of the world's highest peaks.

Their achievements over the last 50 years are too numerous to men-



tion, but a brief look at the association's successes in the last year gives some idea of the level of expertise within the Service.

First ascent

In 1997, the club's Major Pat Parsons and a team comprised mainly of club members succeeded in the first British and European ascent of the 7,350m peak Gimmigela in Nepal, the first team ever to reach the summit by the South West Ridge.

In Europe, club members completed the Haute Route from Chamonix to Zermatt twice, at

Easter with a team of six on skis, led by Major Martin Price RM, and on foot in the summer with a group led by CPOMA Les Yeoman.

Lt Rob Finch led a team of five to Spitzbergen in Arctic Norway where they climbed the highest mountain, Newtontoppen, and Royal Marines John Chapple and Alan Chambers spent six weeks in Arctic Canada to prepare for their attempt on the North Pole.

Lt Cdr Nobby Clarke led a successful RAF expedition to the unforgiving Mt McKinley in Alaska, putting three members

including himself on the summit, and Sgt Ron Lang led an equally successful RMR expedition to the same mountain.

Lt Cdr Neil Hicking led a small party to Nepal which saw four out of six members reach the summit of Mera Peak and club members were also active in the Alps, Norway, Malaysia, Indonesia and other out-of-the-way places.

At home the club has held the first two indoor climbing competitions and weekend meets which have included Balmacara, Ben Nevis, the Peak District, Land's End, Pembroke, Snowdon, Lundy as well as the annual Adventurous Training expedition to the Dauphin Alps which was beginning as Navy News went to press.

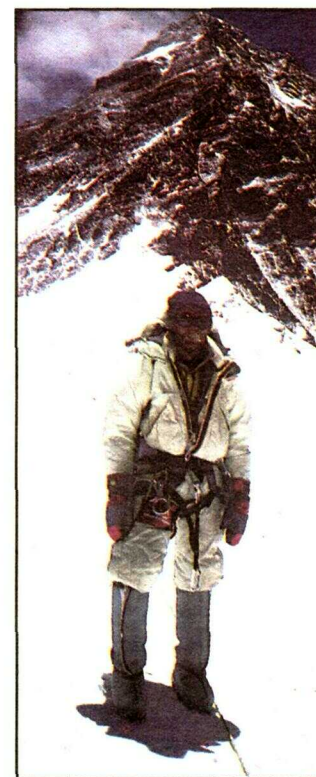
As well as the attempt on Kangchenjunga, plans for expeditions to Gangapurna in the Nepal Himalaya and the Biafo Glacier and Snow Lake area of the Karakoram are well-advanced.

□ Anyone interested in joining the RNRMMC should contact Club Secretary Lt Cdr Neil Hicking, Met Office, HMS Gannett, RNAS Prestwick, Monkton, Ayrshire KA9 2RZ. Tel. 01292 674307 or Military 93263 4307.

● **SUCCESS** (left) Members of the RN/RM Mountaineering Club reached the 7,350m summit of Gimmigela during the expedition led by Major Pat Parsons RM. The Club now has the 8,568m Kangchenjunga its sights.

● **HIGH POINT** (right) RN/RMMC President Brigadier David Nicholls RM on the West Ridge of Everest in 1998.

● **HOW IT ALL BEGAN** (below) Some of the founders of the RN/RMMC, equipped only with hemp rope and nailed boots, pictured in Cheddar Gorge, 1948.



GETTING HIGH IN THE ANDES!

NAVY NEWS'S Dominic Blake joined a 12-strong team from the Commando Helicopter Force as they embarked on a three-week trek through the Peruvian Andes

LANDSLIDES, tent-seeking scorpions and maniac bus drivers ensured that there was plenty to challenge the members of expedition Peruvian Adventure '98 as if heaving 50lb packs up the highest mountains in the Western hemisphere was not enough!

At dawn on day one we learned that the antique railway which was to have taken us up the Urubamba River valley to the start of the famous 'Inca Trail' had been cut by landslides during the night.

But after piling into a locally-hired minibus with some 600lbs of equipment tied to the roof and surviving a two-hour roller-coaster of a ride across country, we arrived at the other side of the blockage to pick up the train at the Indian market village of Ollantaytambo.

Sharing our compartment with scores of Quechua-speaking farmers laden with produce, we trundled through the steep-sided valley which gave us our first glimpse of the towering snow-capped peaks which make the journey one of the most beautiful in the world.

A one-minute stop 88 kilometres from Cuzco was our cue to disembark and cross the Cusichaca river at the start of the best-preserved of all the Inca stone pathways which once criss-crossed South America from Ecuador to Chile and from Peru to Brazil.

For the first day and a half, the team, led by the the Commando Helicopter Force's Lt Steve Richards and Joint Services Mountain Expedition

He met the group in Cuzco as they began their acclimatisation with a trek up to 14,000ft, on the trail to the mysterious 'lost city' of the Inca Empire, Machu Picchu...

Leader Lt Cdr Ian Stidston (FOSF HQ) toiled relentlessly upwards.

The huge stone storehouses and fortifications along the way soon revealed the scale of the work that the Incas undertook to supply the city of Machu Picchu and as the path wound higher and higher, the effects of the altitude became ever more apparent.

The flora became cloud forest, and instead of humming birds and butterflies flitting through the low trees, the only wildlife visible was a pair of condors soaring above.

After a restless night at a fork in the Llullucha River, we pressed on for Dead Woman's Pass, the first of two points over 4,000m to be crossed that day where the altitude and spectacle of the Andes marching over the horizon combined for a view which was literally breathtaking.

Any illusions about the physical demands of the expedition were now firmly dispelled. As the most experienced member of the team, Lt Cdr Stidston, noted: "By the time we reached Dead Woman's Pass (at 4,200m) I felt like a dead woman myself!"

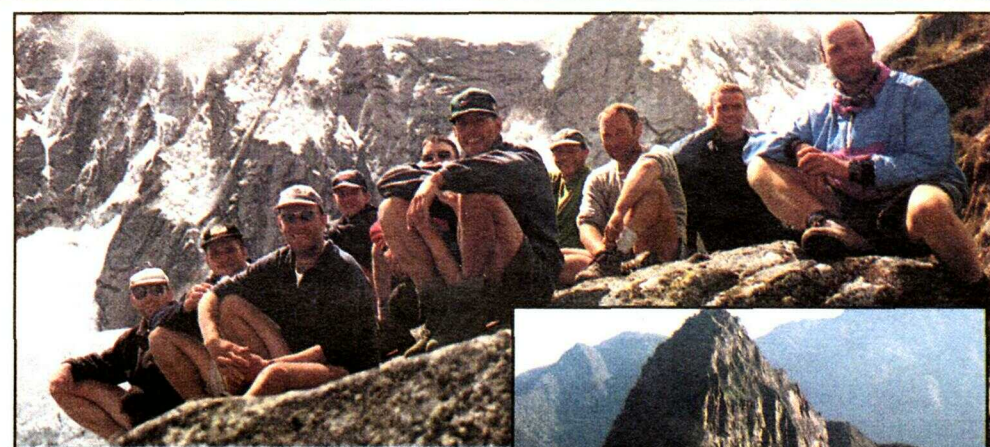
The steep, stone-stepped pathway then dropped 600m into the next valley before rising up again to 4,000m, passing the incredible terraced ruins of Runturacay on the way up and Sayacmarca, clinging to a mountain spur on the far side before levelling at the second night's campsite.

Lost City

But the third day on the trail revealed the even more spectacular Phuyupatamarca, or 'Town Above the Clouds' and the vertigo-inducing but exquisitely preserved Huinay Huayna, perched on the mountainside far above the Urubamba.

From there, the trail narrowed, leaving a 2,000ft sheer drop to the right as we wound around the side of the mountains which had hidden the 'lost city' of Machu Picchu from Western eyes for centuries, until the American explorer Hiram Bingham's rediscovery in 1911.

Our first sight of the mysterious palace came when we reached the Intipunku or 'Sun Gate' a few hundred feet above it. Pitching camp on the rocky track, we snatched a few hours sleep before emerging again three hours before dawn, when C/Sgt Chris Maguire and S/Sgt Steve Buxton found they had been sharing their tent with a scorpion!



● **Above:** Lt Steve Richards (right) and Lt Cdr Ian Stidston (centre) with the team, high in the Cordillera Blanca

● **Left:** Cpl Buck Taylor gets friendly with a lama

● **Right:** The team arrives at Machu Picchu soon after dawn

The elevation and complete lack of light pollution in the moonless night revealed an awesome view of the Milky Way and southern hemisphere stars as we watched the sky turn from inky black to deep blue and then pink as the first rays of the sun crept over the mountain behind us and streamed through the Sun Gate on to the magnificent palace below.

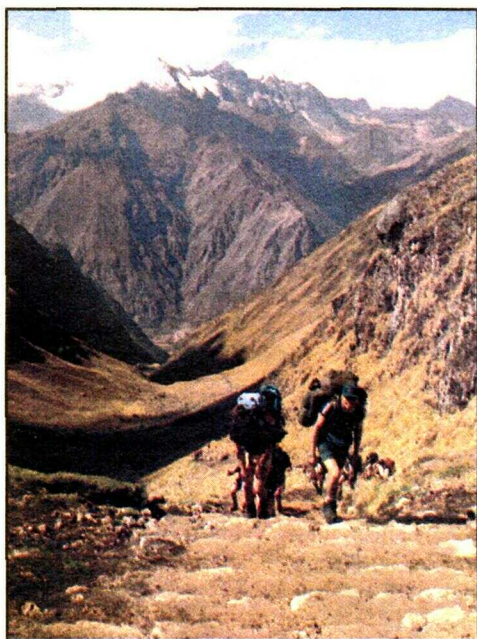
A half-hour yomp took us to the central courtyard where we marvelled at the intricacy of the earthquake-proof stone buildings, built from polished blocks slotted together so tightly that not even a hair's breadth remained between them, and tried to imagine the deserted city bustling with activity hundreds of years ago.

We explored the whole site from the royal apartments to the prison group and wondered at the world's only surviving Intiwatana, a stone sculpture which the Incas used to plot the changing seasons from movements in the heavens.

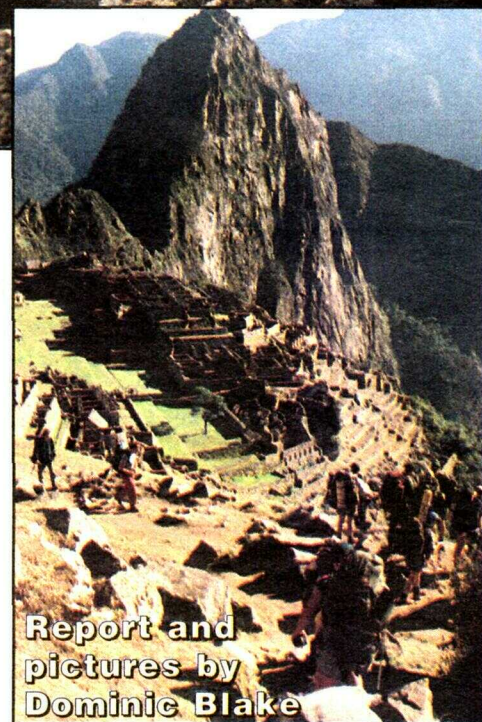
After the journey down to the town of Aguas Calientes and a frantic last-minute dash for the overflowing train after our pre-booked tickets failed to materialise, we began the long journey back to Cuzco.

The next day was spent exploring archaeological sites around the Inca capital, including Pizac in the Sacred Valley and the vast fortified temple of Sacsayaman where the Incas fought their last desperate battle against the Conquistadors, and then it was time for me to head home.

But for the rest of the expedition, the Inca Trail was just the beginning, and they went on to spend two more weeks trekking in the stunning Cordillera Blanca region north of Huaraz. There, team members achieved another objective by climbing past the



● Approaching Dead Woman's Pass at 4,200m



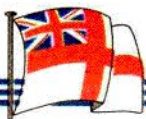
Report and pictures by Dominic Blake

5,000m mark (17,000ft) on the slopes of Huascaran, the highest mountain in the Western Hemisphere, before returning to Yeovil.

But the true measure of the expedition's success and its lasting value to the Service cannot be measured in metres or feet, but in the essential qualities of resourcefulness, physical fitness, tenacity and irrepressible good humour which it fostered, and the reminder that with the right approach, nothing is insurmountable.

□ Peruvian Adventure '98 was the result of two-years of planning and hard work by the Commando Helicopter Force's Lt Steve Richards.

The team members were Lt Steve Richards, JSMEL Lt Cdr Ian Stidston, WO2 Chris Maguire, S/Sgt Steve Buxton, PO Andy Wagstaff, Sgt Adrian Titterick, Sgt Bob Totty, LA Jason Diddcott, AEM Ben Richards, Cpl Buck Taylor, Mne Collin Frost and Mne Matt Symes.



Marion's leap of faith

60-year-old takes the plunge for charity cash

WHEN GRANDMOTHER Marion Green told her ship-mates at Dagenham branch that she planned to fulfil a lifetime ambition by jumping out of an aircraft 10,000ft high, they didn't at first think she was serious.

Divided we stand . . . ?

SEPARATE 'messing' and committees for senior rates over 50 and for junior rates has been proposed by Isle of Sheppey branch PRO, Shipmate Mick Withington.

In a consultative document, Mick suggests that the separation would help to build a bridge to those serving and ex-serving sailors who think the Association is merely a veterans' club.

But they very soon realised she was determined to go ahead – and gave her all the support they could, including paying for the pre-jump instruction.

After a day-long course at Hinton-in-the-Hedges airfield near Banbury, Marion made the jump – in tandem with her instructor, Glen Morris.

"I've always wanted to do a parachute jump, but I didn't want to do it just for myself," she said.

With the help of the branch members – including her ex-Navy husband, Ron, she decided to make it a sponsored event, and raised over £1,500

● *Marion Green sky-dives in tandem with her instructor, Glen Morris – "When I hit the ground all I wanted was to go up and have another go," she said.*



for her chosen charity – the Royal Alfred Seafarers Society which provides long-term care for retired or disabled sailors.

"I was very excited before the jump and could not wait to do it," she said. "When I hit the ground all I wanted was to go up and have another go."

Dagenham branch spokesman, Shipmate Brian Styles, said: "It was an absolutely brilliant thing to do, and on behalf of Marion and the branch I would like to say a big thank you to all who have supported us in this venture."

He said anyone who was

unaware of the jump and would now like to add their sponsorship, should make their contributions to:

The Dagenham Branch, Royal Naval Association, 30 Bennetts Castle Lane, Dagenham, Essex RM8 3XU.

RNA enters credit card market

THE ROYAL Naval Association has entered the credit card market – with the offer of an RNA Visa card issued exclusively to members of the Association.

Launched at this year's conference, the card is intended to offer competitive interest rates – 19.9 per cent APR – and will raise funds for the RNA.

The card is issued by MBNA International Bank Ltd of Chester. No annual fee will be charged and users have up to 59 days interest-free credit. There is free travel and accident insurance, a free 24-hour helpline, and no liability for lost or stolen cards.

As well as carrying the Visa and MBNA logos, the cards will display the badge of the RNA. Details can be gained from Freephone 0800 776 262.

Covenant drive

The Association is also inviting members to pay their subscriptions by deeds of covenant spanning at least four years. That would allow the RNA to claim back the tax members would have already paid on the money – amounting to a £100,000 benefit to the Association over the four years.

The name of each member who has or enters a deed of covenant before the end of March next year will be entered in a draw to receive an Airtours voucher for a holiday for two in Malta, worth £550.

And the most successful branch in supporting the scheme will receive a voucher for two people to spend a weekend at a Thistle Hotel of their choice.

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Association

Only one motion adopted – where to meet in 2000

ALL but one of the ten motions before the Royal Naval Association's annual conference were defeated – including a proposal to move RNA headquarters out of London to a Naval base.

The only motion to succeed was a

proposal by Weymouth branch that their town be the venue for the millennium conference – in the year 2000. That had the backing of Swindon.

The decision came after debate of an amendment by Fleet Street branch that the conference should

be held on board a cruise liner during a three-day voyage to Spain.

The defeated motion to move RNA HQ was proposed by Northampton branch. Also turned down was a proposal by Liverpool that motions at conference be carried by a simple majority, scrapping the requirement

that two-thirds must be in favour.

The quality and reasonableness of debate set the tone. However, the temperature did rise when Liss branch proposed that associate members with two years continuous membership be entitled to vote at branch meetings.

A proposal that the RNA have a strong presence at the Festival of the Sea at Portsmouth on August 28-31 also fell – on grounds of cost.

The suggestion was made as a motion of urgency by Marlborough branch, supported by Brighton and Hove.

Conference Report

... by Shipmate Joan Kelly

We must light up our image – president

THE NEED for greater promotion of the image of the Royal Naval Association was the strident message to the RNA annual conference in July at Bridlington.

Association President, Vice Admiral Sir Roy Newman, told delegates that the RNA had to sell itself with greater energy. "Tell people what we do, what we stand for," he said. "We should not hide our lights under too many bushels."

The organisation had plenty to shout about: over the past 12 months it had raised almost over £125,000 for local and national charities, and provided a new minibus/ambulance for the ex-Service residents of Pembroke House residential home at a cost of £38,000.

Of equal significance was the help given to the less fortunate at grass-roots level, through welfare activities and the work of welfare officers.

"We need to project that image in the local community," he said.

He welcomed the appointment of a National PRO – Shipmate David Dennis, a professional PR consultant – and urged delegates to study his recommendations.

'Sound health'

He praised a recent initiative by Wetherby branch to hold a race meeting which raised funds and projected a good image of the Association. And he suggested that another good way to spread the message was to build on existing links with Sea Cadet units, from where many future RN personnel would be recruited.

The RNA was in sound health, but Admiral Newman said he would like to see more of its 500 branches represented at conference. (Delegates numbered 234, with 250 observers).

The theme of publicity was continued by National Council Chairman, Shipmate Fred Chambers, who said the recommendations of the NPRO and the Deputy President, Rear Admiral John Bell, would project a more "viable image" of the RNA into the 21st century.

Cash surplus

Turning to membership numbers, he praised Areas Nos. 3 and 5 for their "substantial" increase in membership, and referred to the rise in the number of branches to 500. However, he pointed out that the tally included some small branches with a dwindling membership that gave cause for concern.

He also praised Shipmate Alan Robinson and his team of parade marshals for organising the impressive parade and service of thanksgiving in Whitehall last year.

National Treasurer, Shipmate Ray Barraclough, said the accounts showed a surplus of £16,428, thanks to tighter cost controls and a rise in subscriptions.

The conference, at the Royal Spa Hall, was preceded by a parade of the national standard borne by Shipmate Tony Avery.

The Chairman of East Riding Council then welcomed delegates and the guest speaker, Rear Admiral Fabian Malbon, the Naval Secretary, who briefed delegates on the role and size of the Service in the next century, and the challenges it faces.

After the conference delegates and wives attended a social

evening with dancing to the music of a Royal Marines Band.

On Sunday, July 12, delegates paraded through the town to a service held at a Methodist church.

National recruiting awards this year, presented by the President, went to No. 3 Area who won the Sword of Honour, Sittingbourne branch who collected the Briggs Rose Bowl, and No. 6 Area who took home the Tasker Bowl for covenanting achievements.

Around the Branches

Maidstone

The branch's 50th anniversary was marked by a service at All Saints Church, followed by a parade.

On display were 18 standards, including three from Army associations. The parade was led by Kent Police Band and the salute was taken by the Deputy Lord Lieutenant of the county, Cdr Guy Clarabat. Among those who paraded was a small contingent of former Land Army girls.

No. 10 Area

The Area's weekend conference and reunion held at Norbreck Castle Hotel, Blackpool included a gala dinner and civic reception. Thirty-five standards were paraded at a Sunday service which preceded a wreath-laying ceremony at the town's war memorial.

Liss & District

Forty-five standards accompanied the rededication of the branch's own standard. Among them were the national standard, No. 3 Area standard, and one from Tasmania.

Music was provided by HMS Collingwood's RN Volunteer Band and the salute was taken by the Lord Lieutenant of Hampshire, Mrs Mary Fagan, accompanied by No. 3 Area president, Admiral Sir

Derek Reffell, Shipmate Tony Cook, Area National Council member, and Shipmate Fred Flood, branch chairman.

The new standard was borne by Shipmate Simon Sillence escorted by Shipmates David Warner and Tommy Howard.

Hanworth

Celebrations to mark the branch's 60th anniversary included a sops opera and a dance and cabaret at which chief guest was the President, Vice Admiral Sir Roy Newman.

The rededication service was conducted by branch chaplain, The Rev. Paul Williamson, and music was provided by the Band of the Surrey Yeomanry.

Cambridge

The branch standard, and that of the RMA branch, were dedicated at Churchill College, Cambridge by the Dean of Winchester, the Very Rev. Michael Till.

Salute at the march past was taken by the President, Vice Admiral Sir Roy Newman. Later, the Master of Churchill College, Sir Roy Boyd, was presented with a portrait of founder President, Capt Stephen Roskill, by branch president, Shipmate Bob Green.

The event was followed by a concert of music and light entertainment.



Osprey's last march

FOR THE last time before HMS Osprey closes, 130 personnel from the Portland air station lead the annual veterans parade in Weymouth, scene in the year 2000 of the RNA annual conference.

The parade, one of the largest to be held in the country, involved 2,000 veterans, eight bands and 80

military and historic vehicles. The salute was taken by the Captain of Osprey, Capt John Harvey, accompanied by the Mayor of Weymouth, Cllr Howard Legg.

Osprey sailors also helped to man Veteran-Link computers at Weymouth Pavilion.

On March 31 most of Osprey's personnel and aircraft will transfer to RN air station Culdrose.

Tony keeps up the standard

NATIONAL standard bearer, Shipmate Tony Avery, has retained his title for another two years.

Tony, of Brighton branch, again won the National Standard Bearers Competition in Blackpool, watched by 500 shipmates and wives.

Second place went to Shipmate Mike Kieman (Coventry), third to Shipmate Joy Hoskins (Frome) and fourth to Shipmate Ron Abraham (Wigan).

The event coincided with No. 10 Area's weekend conference and reunion (see branch news).

Deal & Walmer

Dover Sea Cadet unit has named a trophy after the late Shipmate Cdr Norman Kaufmann of Deal & Walmer branch.

It was presented for the first time – for sailing – at a ceremony attended by Cdr Kaufmann's widow and daughter and the Mayor of Dover. The branch gave certificates and medals for other cadets.

Herne Bay

Among events during a busy time for the branch have been a messdeck supper for neighbouring shipmates, and a social occasion – starring entertainer Shep Woolley – for members of Sidcup branch and residents of Pembroke House.

In Brief

HORLEY branch celebrates its golden jubilee on September 13 with a parade, service and reception. Assembly point: RBL HQ at 13.45.

A 50-YEAR life membership certificate has been awarded to Portsmouth member, Shipmate J. A. White.

CHARD branch have said thanks and farewell to their departing chaplain, the Rev. Brian Sutton, by holding a dinner in his honour at which he was presented with an engraved decanter.

SHIPMATE Lee Fleming of Uxbridge raised £2,000 for Hillingdon Hospital diabetic care unit by running in the London Marathon.

HMS ANTELOPE's wartime shipmates – which Navy News helped to trace after an appeal by Brentwood branch – have been reunited at a get-together at Hereford.

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VC's grave gets clean-up

THE GRAVE of a Naval officer who won a Victoria Cross in the Dardanelles in 1915 has been renovated with the help of No. 3 Area RNA, including Liss & District and Alresford branches.

In keeping with the work of the VC Memorial Fund, the task has been carried out on the grave of Rear Admiral Eric Gascoigne at St John's Church, Langrish. He was a lieutenant commander when he was awarded the VC, and died in 1965.

RNA standards will be paraded at a commemoration service at St John's on August 20.



At Your Service



Over to You

HMS Fal: Does anyone have a good copy of the ship's badge for HMS Fal in 1945, when based at Freetown? Colours are needed, as it is to make a wall shield for a sailor who served in her in the war. Contact Mrs Michelle Hammons at C.H. Munday Ltd, Oxford House, 8, St John's Rd, St John's, Woking, Surrey GU21 1SE.

Princess Astrid: Did anyone serve in this ship from 1942-44? Daily movements, including landings. Free to ex-crew members and relations. Apply Stan Hough, The Coach House, 8, Orchard St, Kimberley, Nottingham NG16 2LN. He has written a 19-page story, and is adding remarks from ex-crew members, but needs more info.

HMS Vanguard: After moving to a new house, Matthew Ball was clearing the garden and came across a rotten piece of wood bearing a plaque claiming to be part of HMS Vanguard – any ideas? Contact Matthew at 93, Coleshill Rd, Marston Green, Birmingham B26 1QT.

The Andrew: Do sailors still refer to the Navy as The Andrew in the lower deck? Contact Kenneth Poolman, of 4, Old Dene Cottages, Westhumble, Dorking, Surrey RH5 6AZ, tel 01306 884693.

Gerald Higgins: Mrs Roberts hopes to trace her cousin, who was Fleet Air Arm, and married in Singapore while serving in HMS Terror 1958-59. He was stationed at Lossiemouth in 1962. Contact Mrs Roberts at 357, Norbreck Rd, Little Bispham, Blackpool FY5 1NU, tel 01752 847608.

SS (LSI) Maid of Orleans: Derek Allen seeks info on the steamer, used during Operation Neptune, and of Lt John Surr Whitford, who was mentioned in dispatches. Contact him at 7, Hearn Rd, Saltash, Cornwall PL12 4TX, tel 01752 847608.

HMS Quadrant: Henry Green seeks info on his old ship which served in Arctic convoys in 1942-43 and was in Okinawa in 1945 before transferring to the RAN. Photos would be appreciated. Contact him at 21, Old Hall, Church Rd, Lilleshall, Shropshire TF10 9JA.

William Silk's son Robert wants to trace the career of his father; he joined on Sept 2, 1940, at HMS Royal Arthur, and was at HMS Cabot from Oct 9, HMS Drake from Jan 4, 1941, HMS Boscawen from Feb 23, Drake again from Sept 5, and joined HMS Charybdis on Feb 4 1942. He was a stoker, and died when his ship was sunk in October 1943. If anyone knew William, or the movements of the cruiser during that period, contact Andrea Kohn on 0181 614 2531, fax 0181 943 3646.

Embarrassed? If you can recall tales about those embarrassing moments in the Navy, Ian Billingsley wants to hear them – contact him at DCN Publications, 60, Hampson St, Salford, Manchester M5 4RL.

HMAS/HMS Albatross: If anyone served in Albatross 1926-46 or in 710 Sqn FAA, they could help with research – recollections gratefully received by John Moore, 1, Ridgeland Close, Eastbourne BN20 8EP, tel 01323 638836.

Vic News: Dave Fletcher is seeking copies of the HMS Victorious newspaper from the 1963-64 commission. Contact Dave at 131 Limpfield Rd, Sanderstead, South Croydon, Surrey CR2 9LG.

HMS Osiris: Rex Harrison seeks anyone who served in the boat Aug 1939 to June 1941, or has info or pics. Contact Rex at 43, Delta Close, Royton, Oldham OL2 5DR, tel 0161 633 4731.

Bulwark 1961-62 video: Paul Kent has had video copies made of a cine film he took while serving in HMS Bulwark in the Far East, including a fete and children's party – copies at cost (£7.50 inc postage) from Paul at 78, Carter Lane, Mansfield, Notts NG18 3DH, tel 01623 629198.

Spithead review, 1937: Bill Thompson wants an anchorage plan for the 1937 fleet review – he can supply information on the 1911 and 1953 reviews. Contact him at 4, Voltigeur Drive, Hart Village, Hartlepool TS27 3BS, tel 01429 867721.

HMS Belvoir: S. Wray has a picture of 28 ratings with the Captain, also photo of Shorty, Taff, George, Len Trebilcock. Contact Mr Wray at 210A Wellmeadow Rd, Catford SE6 1HS, tel 0181 698 2420.

Lt Cdr Jock Elliot: R. Jaffray is tracing the career of Jock Elliot, a Naval flyer who made a widespread contribution to aviation in the late 1940s and 1950s as a test pilot. Contact Mr Jaffray at 1, Ivy Rd, South Whitehills, Forfar, Angus DD8 3EF.

HM Ships Icarus, Kashmir, Kingston: Capt C. Hurdall needs to know for sure the pennant numbers of these ships in Nov 1939, when they sank U-35 off the Shetlands – he believes they were not D03, F12 and F64 respectively. Contact him at PO Box 5246 (Operations), Manama, Bahrain, tel/fax 00 973 553441.

Ship's Whistle: Can anyone help Mr. D. Beard identify what appears to be part of a ship's whistle, converted into a vase holder. The whistle is inscribed "HMS TBD ORIOLE". Contact Mr Beard at 9, Rotherstone Close, Moorgate, Rotherham, Sth Yorks S60 2JU, tel 01709 370552.

Relatives of ex-RN personnel seeking details of ship/s in which their father/grandfather/uncle/brother etc served (WWI or WWII) should contact Jack Williams at 395, Lytham Rd, Blackpool FY4 1EB, tel 01253 344157, who may be able to assist.

Michael Marriott: born Feb 21, 1942, last known in Nottingham, though may be abroad – served in 50s and 60s in HM ships Ganges, Eastbourne, Ark Royal, Britannia and in Whitehall. Please contact sister Theresa Marriott on 01432 272059.

S/Lt Wojciech Piotrowski was killed in action in HMS Culver on Jan 31, 1942, having joined the Navy in 1941. Luton-Dunstable branch of the RNA has received a request from his sister in Poland, asking if anyone recalls serving with him. Contact Ms Zofia Piotrowska, UL Piastowska 86 M4, 80 - 363 Gdansk, Poland.

Convoy life: Eileen Richardson's late father was aboard the merchant ship Orcaades on WS7, and later collected photos of merchant ships and convoy escorts, but there are no details of what life was like for crew or troops. If anyone took part in WS7 to the Middle East, or similar Atlantic convoys, contact Eileen at 78, Gren Lane, Selby, Nth Yorks YO8 9AW.

Stanley Hatton served from 1940-62. His son Michael (18, Mallard Way, Lower Stoke, nr Rochester Kent ME3 9ST) is

researching his career and seeks photos of HM ships Adamant, Ausonia, Amethyst, Blake, Cheviot, Chevron, Cyclops, Forth, Kent, Manxman, Penn, Mariner, Vidal, Walpole, Newfoundland, Niger, Lofoten, Tyne, L28, P45, H50, and info on these bases: Java, Neptune, Terror, and Sultan.

Military motorbikes: C. Orchard seeks any info, pics, literature on motorcycles in the Services, of any type or manufacture used anywhere in the world. Also details of how registration numbers were and are issued. Contact him at 14, St Margaret's Gardens, Melksham, Wiltshire SN12 7BT.

HMS Lynx, 1959: Would anyone in the ship in 1959 with a photo of the ship's company contact Gerald Lewis-Azayear at 21A, Frith Rd, Leyton, London E11 4EX.

Gordon Alan Harrop: Keith Harrop is trying to trace his cousin, who joined the RN around 1948 and left in the mid-60s as a CPO, possibly having served in the Met Office in HM ships Bulwark Ark Royal and Eagle. Info to Keith at 817, Wilmslow Rd, Didsbury, Manchester M20 2SN.

Ship photos: Gordon Lowbridge was an ordnance artificer in the war, and seeks photos of ships he worked on, including HMS Penelope, HMS Ilex, a Free French corvette, LSTs, LCILs, mine-sweepers, frigates and PT boats. Contact Gordon at 12, Boundary Close, Lowgates, Slavelley, Chesterfield S43 3UD, tel 01246 477863.

Naval graves: R. Davey is compiling a photographic record of RN graves and memorials around the world, and would appreciate any copies of pictures of the graves of Naval personnel (particularly those on Orkney) – costs would be covered. Contact Mr Davey at 39, Windsor Rd, Castle Bromwich, Birmingham B36 0JN.

Gerard Burke: Mary Maxwell is seek-

Reunions

AUGUST

BGCI: A service of remembrance for Pedestal Convoy and the seige of Malta will be held on August 15 at the chapel of the Flying Angel Club for merchant seamen, Queen's Terrace, Southampton, at 1100. Details on 01703 321183.

HMS St George, Benbow, 207, 40/41 reunion at the Royal Sailors Home Club, Queen St, Portsmouth is on August 28. Details from Alec Bernasconi on 01705 662487 or Les Hanks on 01705 380173.

HMS Pheasant 1943-46 reunion is at Warner Lakeside on Hayling Island from August 28-31. Contact B. Dowding at 1, Dymchurch Close, Clay Hall, Ilford IG5 0LB.

SEPTEMBER

Coventry 1942 Old Hands reunion has been cancelled from September 12 and rescheduled for November 8. Tel 01273 305193.

Naval Christian Fellowship 50th anniversary gathering will be on September 5 in Portsmouth. Forms from NCF, 26, South St, Gosport PO12 1ES, tel 01705 583878.

HMS Tartar 1939-45 Communication Branch reunion will be on September 6 at

the Northwick Arms Hotel, Evesham. Details from F. Fisher on 0115 981 1676.

HMS Caprice (World Cruise 1968) Association reunion is on September 11. Anyone who served aboard Caprice during the cruise should contact Phil Evans on 0161 681 9044, or write to 68, Leicester Rd, Fallowfield, Manchester M35 0QY.

HMS Kenya Association reunion will be in Derby on September 11-12. Details from W. Boardman on 0151 487 0093.

HMS Vesper reunion will be in Skipton on September 11-13. Contact Lawson French at 17, Milton Drive, Edinburgh.

HMS Stalker/809 FAA 1942-45 reunion is on September 12; all ranks and trades from ship's crew to pilots welcome. Contact D. Holmes on 01675 463327.

HMS Hardy 1969-71 commission reunion is at the Royal Sailors Home Club, Portsmouth, on September 19. All who have received letters please reply ASAP. Contact J. Sheldon on 01705 343612.

HMS Gambia Association reunion at the RNA Club, Liverpool, Sept 25-27. Contact Les Newman, 3, Coppice Rd, Whitnash, Leamington Spa CV31 2JE, tel 01926 831599.

HMS Eskimo (Tribal Association) 1938-45 reunion is at the Royal Hotel, Gt Yarmouth on Sept 25-28. Contact Wally Smith at 4, Hall Green, St James, Halesworth, Suffolk IP19 0JA, tel 01986 782444.

HMS Morecambe Bay Association (1949-56) reunion is at the Victory Club, HMS Nelson, on September 26. Details from G. Harrison, 18, Tamella Way, Botley, Hampshire SO30 2NY, tel 01489 737111.

RN School Tai Hanga, Malta reunion will be at Bicester on September 26. Details from Rog Wilkin on 01225 745363 (working hours) or 01993 830902 (weekends).

River Class Association reunion will be at the RNA Club, Riverside, Adelaide Rd, Leamington Spa on September 26. Details from Peter Horrell, 16, Venn Court, Brixton, Plymouth PL8 2AX, tel 01752 881136.

OCTOBER

HMS Crane Association (1943-61) reunion is on October 10-11. A wrong telephone number was supplied for the June edition; contact Tony Nuttall at 85, Conway Rd, Nottingham NG4 2PW, tel 0115 952 6363.

HMS Diamond 1967-69 reunion is at Chatham on October 31 – contact Ray Shipley at 14, Bourne Court, High St, Rochester ME1 1LT, tel 01634 844440.

- Material submitted for this page should be brief and clearly written or typed.
- Entries are free of charge.
- Items cannot normally be repeated.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.
- There may be a delay before items appear, due to the volume of requests.
- Items pertaining to commercial work, books and publications for profit may be declined through lack of space – in such circumstances the advertising department can help with a paid-for advertisement; contact 01705 725062.

AUTHOR OF ENIGMA BOOK wants witnesses of: 6 / 1940 capture of Italian submarine Galileo Galilei by Moonstone; 6 / 1940 capture of Italian submarine Uebi Scebeli by Dainty and Ilex; 10 / 1940 Sinking of Italian Submarine Durbo by Wrestler and Firedrake; 6 / 1941 capture of Gedania by Marsdale; 2 / 1944 sinking of German Charlotte Schliemann by Relentless destroyer. Contact Hugh Montefiore 0171 267 5533

Calling Old Shipmates

Raymond Tooke: Basil Eldridge is hoping to trace his old friend Raymond, who was discharged from the Navy on April 6, 1946 – they served together in North Africa. Contact Mr Eldridge at 22, Richmond Rd, Cambridge CB3 0LD, tel 01223 314236, or C. Pilkington at 39, Martingale Close, Cambridge CB4 3TA.

HMS Newcastle's Kiwis: Ian Gibbard and seven other RNZN stokers were loaned to HMS Newcastle for training between Sept 1952 and Feb 1953. Ian would like to hear from anyone who remembers them. Contact Ian at 5, Perritt Place, Stoke, Nelson 7001, New Zealand.

HMS Ceylon Association is seeking shipmates from all commissions to contact R. Pratt at 33, Swarraton Rd, Havant, Hants PO9 2HH, tel 01705 472243 for details of reunions in April 1999 and May 2000 in Babbacombe, Devon.

HMS Loch Killisport: Ex-AB Soapy Watson is seeking crew of the first ship to sail through the Canal, under Capt Hathway, after the Suez Crisis. A reunion has been organised. Contact Soapy at 4, Sanderson Place, Newbigging, Angus DD5 3RS, or tel 01382 370544.

South Walians in the far East: Were you one of the South Walians in Colombo/the far East at the end of the last war? Several of you featured in a photo in the South Wales Echo and Express along with F. Parsons – and he would like to hear from you. Contact him at 4, Arlington Cres, Cardiff CF3 9HN.

HMS Whelp: Jim Nunn would like to hear from anyone from 6 Mess (W/T) 1944-45 – contact him at 18, Knyvet Green, Ashwellthorpe, Norwich NR16 1HA, tel 01508 489442.

Jon Stocker is seeking some old friends from his Naval days, particularly MEM "Tommy" Tucker (HMS Charybdis 1976-77), RO Lee Cummins (HMS Hecate 1977-79), and brothers RO Keith and LRO Pete Daniels (Hecate 1977-79). Contact Jon by e-mail at karla@coastlink.com.au.

HMS Daring 1957: Andy Andrew would like top contact his Best Man Rowland

Stanford in time for his Ruby Wedding in September, also ABE Fred Doughty, Dick Hartly and ex-HMS Harrier John Caney. Tel 01963 32098.

HMS Nubian 1964-66, Communications Branch: Dave Millward is looking for LRO(T) Cliff Tickner, ROs Pete "Taff" Price, "Nolly" Court, Pete Fairchild and Paul Williams. Contact Dave on 01622 729692.

RN Signal School, Cookham Wood, Class 602, 1949: 18 National Servicemen were drafted to RNSS from HMS Royal Arthur for training as Signalmen, and then on to an unsuspecting fleet. Colleagues would like to hear from Vic Barker, Joe Canavan, John Clayton, Ginger Harrow, Taffy James, Bill Pallett, Bob Taylor and Bill Townsend. Contact Harry Fox at Maroheto, Church Lane, Meriden, Coventry CV7 7HX, tel 01676 523296.

Z-Class Destroyers Association: Shipmates from HM ships Zambisi, Zephyr, Zest, Zodiac, Zealous, Zenith and Zebra keen to join association and 1999 reunion should send SAE to Steve Baker, 19, Quantock Way, Bridgewater, Somerset TA6 7JZ, tel 01278 451418.

MTB 796: Gordon "Lofly" Maycock, of 442, Wright Rd, Modbury, South Australia 5092, would like to hear news of former shipmates on MTB 796, and also from Harry Seal (ex New Rochelle, Rhode Island, USA).

HMS Lincoln 1971-73: A painting has been commissioned by Andy Hayler, who would like to hear from as many ship's company as possible with a view to having their names added to the picture. Does anyone have a list of members of the ship's company for 1971-73? Contact David Price at 16, Pump Lane, Gosport, Hants PO13 0HJ.

HMS Burghhead Bay 1954-55: Peter Evans is hoping to trace anyone who served in HMS Burghhead Bay from July 1954 to Dec 1955 during the cruise to the West Indies and the Falkland Islands via South America – contact Peter at 59, Doyle Ave, Fairwater, Cardiff CF5 3HT, tel 01222 258895.

University seeks war veterans

FORMER students and staff of Woolwich Polytechnic who served their country during both World Wars are being sought by the University of Greenwich.

The university is to erect a memorial plaque commemorating the 60 students and staff of the polytechnic who gave their lives during the First World War.

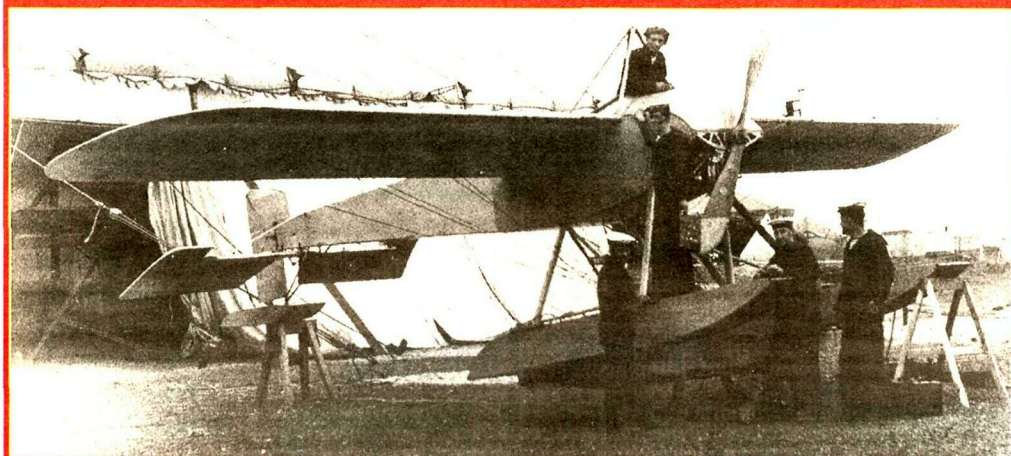
It also wishes to invite war veterans to a special dedication ser-

vice on November 11, the 80th anniversary of Armistice Day.

A list of victims of the Second World War is also being compiled.

If you were involved in the wars, or know of someone who was, contact Martyn Stephenson at the University of Greenwich, PR Unit, Southwood Site, Avery Hill Road, Eltham, London SE9 2UG, or tel 0181 331 9691.

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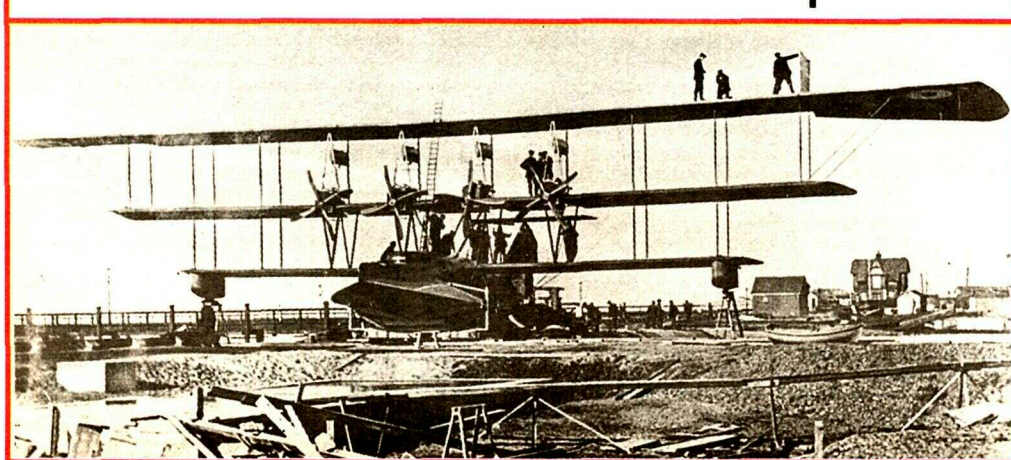
One was embarked in the cruiser HMS Hermes, after the ship had been converted to carry a seaplane. It was operated from the ship during Fleet exercises in 1913.

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giant Curtiss-Wanamaker Triplane (below) was also of foreign design, 20 being ordered from the USA for service with the RN Air Service which intended to use them on anti-Zeppelin patrols over the North Sea.

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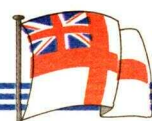
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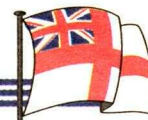
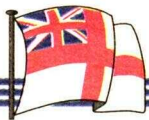
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In brief

Fearless on top

HMS FEARLESS are the United Services football league seven-a-side champions after beating HMS Nelson 3-1 in the final at HMS Collingwood.

Teams from around the country took part in the league, which led to a knockout phase leading up to the bowl, plate and cup finals.

For the first time a Wren writer took part in the HMS Forest Moor team – and WWTR Gibson was deemed player of the tournament.

Results were:

Bowl Final: HMS Liverpool B 5, HMS Forest Moor 1;

Plate Final: HMS Osprey A 2, HMS Collingwood B 1;

Cup Final: HMS Fearless A 3, HMS Nelson 1.

Stokers win

A TROPHY donated in memory of a shipmate was won by 3N Stokers' Mess in HMS Cardiff.

The MEM Sines Trophy commemorates Michael Sines, who died of meningitis on New Year's Day while on Christmas leave from the destroyer.

Five-a-side football, volleyball, squash and tug-of-war were the battlegrounds for the inter-mess sports challenge, and the trophy, donated by Michael's mother, was collected by winning skipper MEM Howe.

High demand

DEMAND for boats was so high for the C-in-C's Cup in Plymouth that the Camber Sailing Centre had to seek help from Jupiter Point.

Ideal conditions led to a competitive race, and it wasn't until the final leg of the last lap that the outcome was decided, with HMS Raleigh first to the line and overall winners, leaving BRNC as runners-up.

All Blacks step up

WITH a Mini Ships rugby cup win under their belts last year – the Type 23 frigate had a small build crew – HMS Sutherland's rugby XV is in the hunt for the Mini Ships Trophy.

Now with a full ship's company, and an All-Black strip ordered from New Zealand, the team has remained undefeated all year.

During the ship's recent visit to Estonia the team defeated the Estonian Nomads – effectively the national side, as they are the only team.

Knockout day

NINE members of the ship's company of HMS Herald won colour televisions at an It's a Knockout contest during stand-off in Dubai.

Picked for attributes from agility and speed to small size or booming voice, the team won four of the five rounds in the British Expats' annual Great Britain Day, presided over by Stuart Hall.

Golfing drive

SOUTHWICK Park was the venue for the HMS Collingwood/Doves Ford golf tournament, which attracted 24 four-person teams from the Navy and businesses.

Naval winners were:

Nearest pin am: Mick Izard, HMS Bristol;

Nearest pin pm: Andy Bott, HMS Collingwood;

Individual winner am: Colin Woodford, HMS Collingwood;

Individual winner pm: Mike Marshall, HMS Collingwood;

Overall winner: Dave James, HMS Collingwood;

Winning team: HMS Dryad A.

Capital show in final

HMS LONDON has won the midships hockey final on penalties after a see-saw game ended 4-4.

HMS Birmingham swept to an early 2-0 lead, but London (pictured right) pulled level then added two more to take a 4-2 lead.

But Birmingham responded magnificently to level the game, and

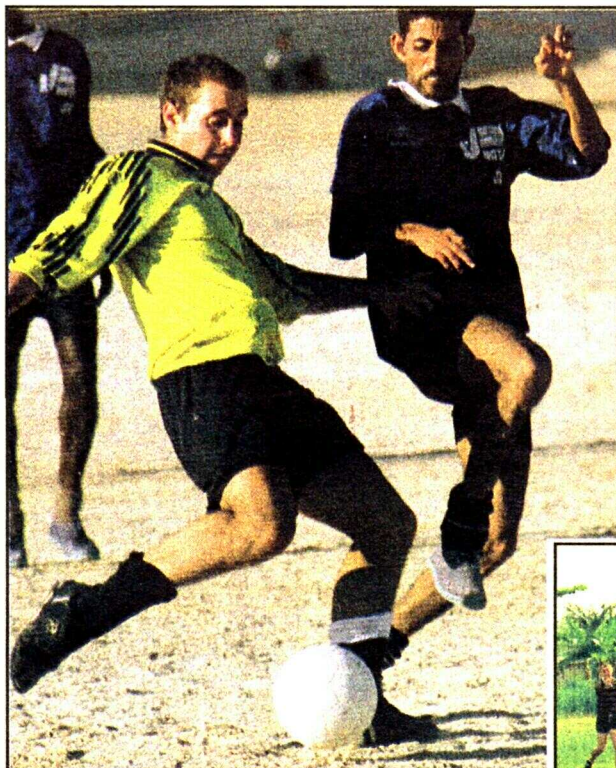
were only denied victory by LRO Smudge Smith's two penalty saves.

With no further scores in extra time, the game went to penalties – and London prevailed 4-2.

London's captain, PO Pusser Hill, was presented with the Midship Cup by Lt Cdr Tim Kenealy (SO Fleet).



Mixed fortunes for Cornwall's teams



TEAMS from HMS Cornwall had mixed results when they took on local opposition while visiting ports in Africa.

The Type 22 frigate, on deployment off West Africa, fielded a soccer XI to play the Mauritanian National Forces side, and won a narrow victory.

In hot, sticky conditions and on a pitch little more than rolled sand on the edge of the Sahara, the home team took early advantage of the heat to put Cornwall under pressure.

The ship's back four held firm, and after replenishing lost fluids at half time the Cornishmen went on the attack, with the home keeper saving his colleagues until the 65th minute,

when OM Atkinson won the game with an overhead kick.

Next on to the field were the rugby XV, who took on a Cameroon select in Douala.

The Cornwall pack had the measure of their opponents, but the Cameroon backs looked dangerous and scored a converted try after 22 minutes and added a drop goal just before the break.

On a hard, long-grassed pitch in searing temperatures, Cornwall went on the attack in the second half, but the Cameroon defence stood firm and as the sailors tired Cameroon added a converted try to wrap up a 17-0 win.

● **Ready to strike** – OM Smith in action against the Mauritanian National Forces.

● **On the charge** – CPO Jan Watkins leads the way through the against a Cameroon select.

Picture: LAPHOT) Steve Wood.



On the slippery slope

THE NAVY artificial ski slope championships are to be held at Gloucester on September 30.

Speak to your PT staff for entry forms and further details, or contact event organiser WO Gary Cooper at DNLP Room 505, Quay House, The Ambury, Bath BA1 5AB, tel Mil 9355 72035 or 01225 472035, or see Sports RNTM 29/98.

Enjoy yourself in tight corners

CRAWLING around in tight muddy holes may not seem like much fun, but there is much more to caving and potholing than getting wet while squeezing through gaps.

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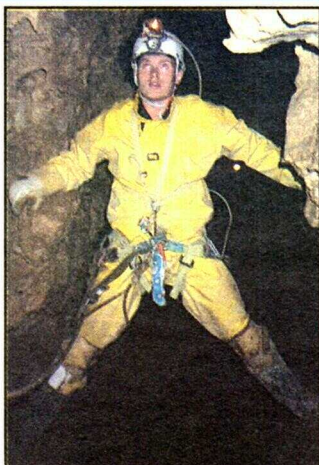
There is also the thrill of the unknown – there are still vast areas of limestone around the world awaiting exploration, and even in this country new passages are discovered by the month.

The Combined Services Caving Association (CSCA) is a club open to serving and retired members of all three Services, organising regular weekend caving activities in all the main UK caving regions.

The CSCA also provides all the equipment and leadership needed to cater for all levels of experience.

Non-members are always welcome at these weekends.

Overseas expeditions are also organised, and in the past the main caving areas of Europe – in France, Spain, Sardinia and Austria – have been visited, as well as Mexico, Java, Peru, Thailand



● **Gapping** – OM(SM) Spike Hughes traverses a deep shaft 1,000ft under the French Alps on the 1997 caving expedition.

and the USA.

For further information, contact CCMEA S. Milton, CSCA Technical Training Adviser, OPDOC, HM Naval Base Clyde, Faslane, Helensburgh, Dunbartonshire G84 8HL, tel Mil 93255 6261 or 01436 674321 ext 6261.

Weather plays part

FOUR rounds over the testing Saunton Golf Club links in Devon saw Lt Guy Norris (810NAS) become a worthy Navy champion, writes Gary Skinns.

Naval Air Command retained the team title, despite unusually not starting as favourites.

The course was in superb condition, but a tricky wind on the first two days and long, thick rough made it a special challenge.

Norris started the campaign with a four over par 75, matching pre-event favourite MA Scott Gilbert (CTCRM), but with the wind at its worst on the second day Norris nudged ahead by improving by a shot, while Gilbert slipped back to a 78.

The third round effectively decided the event, with Norris carding 70, one of the finest rounds in a Navy championships for many years.

Gilbert scored 83, and he and S/Lt Alex Johnson (BRNC Dartmouth), who scored 84, were overtaken by CPO Bill Sinclair (HMS Neptune).

Better weather on the final



● **Worthy champion** – Lt Guy Norris receives his trophy from the Duke of York, patron of the RNGA.

day allowed Norris to ease through with 78 – a winning margin of 14 over Gilbert, whose excellent 75 put him ahead of Sinclair.

The Royal Marines were hot favourites for the Inter Command title, but a number of their team did not perform to expectations and Naval Air comfortably retained the title.

The non-qualifiers Green-somes event was won by

RN 13 in last eight

THE ROYAL Navy overcame a stiff challenge from Great Britain Police to go through to the second round of the Scottish Courage rugby league challenge cup.

On a windy night at HMS Collingwood, the strong Police side, containing ex-professionals, scored first, but the Navy matched them and got to half-time with the score standing at 6-6.

Bolstered by the inclusion of NZ Navy man Roy Statham, an experienced player on secondment to HMS Osprey who scored the Navy's first try, the home side took the game to the Police after the break.

An attack which ran the full length of the pitch nudged the Navy ahead, and they took a grip on the match, scoring twice more for a final score of 20-6, putting them through to the quarter-finals of the competition for public servants teams, including the Army, RAF and Prison Service.

Valiant effort ends in defeat

A VALIANT effort by the Royal Marines team ended in defeat in a Super League curtain-raiser in London.

The Royals, who had not played together before, faced an experienced Royal Engineers side with six Army and three Combined Services representatives.

Early Royals pressure came to nothing as the Engineers scored a break-away try, following up with four more tries as they dominated the first half.

The soldiers opened the scoring in the second half, and salt was rubbed into the wound when a fine break by Vaughan Cohen was halted by a last-ditch tackle and the Engineers wrapped up the game 38-0.

The Royals never stopped working in a tough game, and eight have been picked for the Navy squad.

■ RM Stonehouse won the RM Rugby League Inter Unit Championships, narrowly beating 45 Cdo in the final.

Mne V. Cohen was named Player of the Tournament.



Sport



Helping hand for City squad

PT STAFF at HMS Raleigh have been playing their part in trying to put fallen giants Manchester City back in the big time.

POPT Martin Pollard (above) – who wants to be a football coach when he leaves the Navy – is one of the team who have been putting City stars through their pre-season training, and said: "To take a team like this is one of the highlights of my Navy career."

Tommy Wright, City's Republic of Ireland international goalkeeper, is in no doubt as to the value of the squad's time in Cornwall.

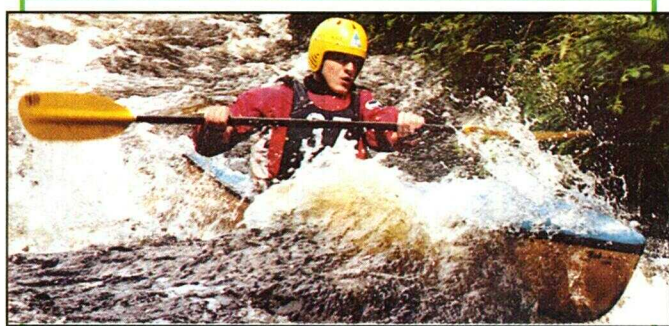
"This is probably harder than what we would do at our club, and we are doing different things," he said.

"It's been really hard work, but that's what we are here for. There's been plenty of moaning, which is usually a good sign."

Bridging the gulf

THE LITTLE ships of the MCM3 deployment to the Gulf put one over HMS Illustrious during a tough series of rugby matches.

The teams, drawn from HM ships Herald, Bridport, Sandown and Inverness, supported by RFA Diligence, played matches in Dubai and Doha (two narrow defeats and a win against good opposition), won in Saudi Arabia, Kuwait and Bahrain – then crushed the carrier 48-0 in Dubai, with Herald providing 11 starters.



● **Heavy weather** – WEM(R) Styles (HMS Neptune) takes a rapid at the RN Wild Water Racing Championships on the River Tryweryn at Bala in North Wales. With a good turn-out this year, the top prize went to PO Gus Gusterson, while Mne Adam Dennis won the Wavehopper event. Other winners were Sgt Paul Farr (C1), Lt Paul Rowland and Lt Cdr David Gibson (C2), Lt Craig Jordan (Wavehopper novice) and MEM Jamie Steel (General Purpose).

In and out of doors

NAVAL tennis has been plagued by poor weather this summer, with both the RN Championships and the Inter Command event played both indoors and outdoors.

The finals of the RN Championships were played in the open air, with LPT Steve Losh (HMS Neptune) beating Cdr Simon Brand in the men's singles, while Wren Maria Parr was ladies' champion for the third year running, beating PO Jeannie Bone.

LPT Losh and POPT Dolly Gray won the men's doubles, beating Cdr Rob Bosshardt and Lt Rod Skidmore, but PO Bone turned the tables on her singles conqueror by joining Lt Cdr Carolyn Crumplin to beat Wren Parr and Lt Charlie Atkinson.

Other results: Men's Junior Singles: MEM Andy Allaway; Veteran Singles: Maj Stuart Barnes; Men's Veteran Doubles: Maj Stuart Barnes and Capt Brian Gibbs RM; Ladies' Veteran Double: Cdr Maggie Cole and Mrs Ann Saunders; Men's Plate: Lt Cdr Steve Pearson; Ladies' Plate: Lt Ann Ziegler; Mixed Doubles: Lt Rod and Mrs Sarah Skidmore; Fair Play Trophy: Lt Cdr Julia Whetton; Most Improved Player: Lt Charlie Atkinson.

The Inter Command competition started indoors and, like the individuals event, moved outdoors for the final stages.

Holders Naval Air were unable to raise a team, but in a close-fought event Plymouth and Scotland eventually took the honours, with Portsmouth as runners-up.

Cricket competition is washed out

RAIN effectively decided the result of the Under 25s Inter Services cricket competition, with the Army taking the title on the back of one result.

The RN team fielded first against the Army, with PMA Freeman taking 4 for 26 as the batsmen clocked up 241 all out.

That target proved too much for the Navy youngsters, who failed to gain sufficient momentum and were 79 runs short at the close.

The following day, the Navy put 213 on the scoreboard against the RAF, with CH Mark Toogood scoring a fine 83 in his

final year with the side, ably supported by a half-century from his captain Lt Dave Pinder.

But rain washed out the remainder of the competition, and as the Army was the only side to win a match, they were declared champions.

The Navy U25s have won six of their ten matches this year.

■ The RN has seen some indifferent results in the run-up to the Inter Services Championships at Portsmouth on August 10-12.

Three-wicket wins against British Universities South and NAYC early in the season looked promising, but a narrow

defeat by the Civil Service and a 104-run defeat by British Police turned the tide, and most recently the Navy lost by five wickets to the MCCYC at Shenley Park.

■ Six RN or RM cricketers played for the Combined Services side which gained a draw against Oxford University at The Parks.

The University side declared at 278 for 7, with Mne Andy Procter taking 3 for 111 from 36 overs of unchanged off-spin.

The Services replied with 448, 75 coming from the bat of Mne Sean Needham, but the match petered out with Oxford totalling up 318 for 3 declared in the second innings.

Medal haul for Navy athletes

THE NAVY has had its best Inter Services for years, taking eight medals and just missing out on several more, writes Lt Cdr Bob Chapman.

LWren Helen Keeping (HMS Nelson) set the pattern by missing a bronze in the High Jump by 5cms, and Sgt Andy Cureton (CTCRM) recorded a personal best when he came 4th in the Javelin.

The first medal came from Cpl Dave Bonsall (HORM), a bronze in the Pole Vault, and the first ladies medal was won by L W P T Belinda Fear (Culdrose), who gained a

bronze in the 800m.

Further bronzes were won by LPT Zoe Hambly (Neptune – 100m), Lt Cdr Dai Roberts (Den Helder – 5,000m) and LWren Keeping (100m hurdles), while silvers went to Musn Jon Roberts (RMSM – High Jump), LPT Hambly (200m) and Cpl Mark Croasdale (CTCRM – 5,000m).

As a result, 14 RN athletes have been chosen to represent Combined Services.

■ The RNAC team has climbed to 17th in the Southern League Division 2 – three places clear of relegation, following a third place at Andover.

The club's strong track line-up gave RN every chance of improving on their current standing, and banishing the spectre of relegation.

Meanwhile the women have been struggling with threadbare team-sheets in Division 4 West, but a good showing at Burnaby Road gave them a third place, placing



● **Safe hands** – Cpl Chris Fernlee receives the baton from Cpl Lee Johnson as the RM team wins the RN sprint relay.

RNAC 12th after three matches.

■ George Roper returned to form with a second in the strong BMC 3,000m field at Swindon, while Bob Chapman won the 3,000m and 1,500m titles (vet 50) at the SW Veterans Championships.

Top runner Dai Roberts, at present with the Dutch Navy in Den Helder, came home to win the Merck Poole Festival of Running 10km road race.

Vivid display

HMS VIVID took the RNR Rifle Association Cock of the Fleet award at the Bisley Skill at Arms meeting.

The Roupell SA80 and FIBUA SA80 titles also went to Vivid, while HMS Sherwood took the Whitehead SA80 and HMS President took the Whitehead Pistol.

Individual Champion at Arms was LS Nigel Raddie, of HMS Sherwood, whose unit took second place overall ahead of HMS President.

Max effort by Tim

THE FIRST round of this year's Inter-Service Mountain Bike Championships was combined with the Isle of Wight Max race – an event of lung-bursting climbs and technical descents.

Service riders filled half the Sports Category race of 160 riders, who faced treacherous conditions after rain.

Lt Tim David was to the fore throughout, being pipped by a civilian in the last 50 metres but retaining his Service title.

WO2 Kim Abbott and Lt John Twine took second and third place in the Inter Services Masters category, and Mne Rob Murphy was third in the Sports.

The RAF took the team event, but the RM Poole team of Lt Tim David, WO2 Kim Abbot, Lt John Twine and Lt Dave Ethell took both the RN and RM championships.



● **One on one** – WAEA George Essam (right) cuts through the Nelson defence. Picture: CPO(PHOT) Dizzy de Silva.

Sultan lord it in hockey cup final

HMS SULTAN ladies hockey team have beaten HMS Nelson in the Navy Cup Final.

A tight game proved a showcase for fine skills, but a single goal by LWWT Claire Watts at the end of the first half divided the teams.

The second half brought waves of attacks on both goals, but Sultan held out to win the trophy for the second year running.

A new season starts soon, ending with a major tour to Australia. Anyone wanting to play should contact POWPT Elaine David on HMS Temeraire ext 25767, or through PT staff.

In brief

Many thanks

A BOXING fixture between the RN and RM at HMS Drake was also a chance to mark the outstanding contribution to Navy and Combined Services boxing made by WO(PT) Mickey Shone.

WO Shone was presented with a crystal claret decanter by Rear Admiral Terry Loughran, President of the RN Boxing Association.

The RN won the keenly-contested boxing match 2-1.

Profitable angle

THE RN team has won the Inter-Services Coarse Angling Championships on the Fossdyke Canal in Lincoln – their first success since 1987. The team, led by CPO Tony Medley of HMS Dryad, prevailed in a tough match, with very low weights recorded throughout.

50 in a row

HMS CORNWALL has posted the best time of the year in the challenge for the Montague Cup, awarded to the fastest team in a 50 x 1km rowing machine relay. The Cornwall time was 2hrs 49mins, with POWTR Tug Wilson fastest in 3mins 5secs.

Rugby man goes

A NAVAL rugby stalwart has retired from the Service after rising from writer to commodore over 40 years.

Commodore Douglas Lewis was at various times Director of Personnel and Commander of the RN College, Greenwich, as well as organising the relocation of Second Sea Lord's office to Portsmouth.

He was a rugby fan, and in 1996-97 was chairman of RN and Combined Services Rugby.

Brace of cups for Culdrose

RNAS CULDROSE Football Club have been contemplating one of their best ever seasons.

A good run of results, including wins against the much-fancied HMS Heron and CTCRM took them into the Navy Cup Final, and they duly took the trophy with a 4-2 win against HMS Dryad after extra time on a windy evening at Burnaby Road.

The team also won the Cornwall Jollies Combination League Supplementary Cup Final, when skipper Andy Burry scored the only goal of the game to beat Troon.

The only hiccup was a runner-up spot in the NAAFI Jubilee Cup, when as Navy representatives they were forced to field an under-strength side away to 3 Battalion REME, and lost 2-0.

Culdrose beat RAF Leeming 3-2 in the final match, but the Army side took the cup as they had beaten the airmen 2-1.

Seconds all round for club

HIGHLIGHTS of a mixed season for Devonport Services Rugby Club have been the winning of runners-up prizes in a number of competitions.

The First Team came second in the Combination Sevens, the Colts won the Plate, and the Colts were narrowly defeated by Plymouth Albion after storming through to the Devon Colts Cup Final.

The women's team – the Sirens – came second in the Lytchett Minster Sevens, while the Under 15s won an international competition in France and the U11s, U10s and U8s all won tournaments.

The club now has its own website, at www.yeats.demon.co.uk

Brave sailor praised for harbour rescue

THE POLICE have praised the bravery and quick-thinking of a rating from HMS Liverpool who rescued a workman from drowning in Portsmouth harbour.

LS Simon Swainston was on board the Type 42 destroyer when a boat carrying two workmen to a barge along-

side HMS Illustrious sank amid waves whipped up by wind and tide.

He and a female shipmate jumped into Liverpool's inflatable boat which was alongside the ship and sped to the scene, managing to haul one of the men, Christopher Robbins, into the craft.

The second man, Ronald Steers, had

disappeared beneath the waves, and LS Swainston dived in in an unsuccessful attempt to reach him. Mr Steers body was recovered later by a diver.

LS Swainston suffered mild hypothermia and was taken to hospital to recover.

The Portsmouth police officer in

charge of the case, Sgt Liz Barton, praised LS Swainston's actions without which Mr Robbins would probably not have lived.

"Conditions were very difficult and jumping into the water to try to save Mr Steers was a very brave thing to do. There was nothing more he could have done."

First RN visitor for 48 years

Marlborough reaches out to Syrians

IN A MOVE designed to help build trust between Britain and Syria, HMS Marlborough has become the first Royal Navy warship to visit the country for 48 years.

The Type 23 frigate, accompanied by the supply ship RFA Fort Victoria, spent July 17-21 at Syria's main port of Latakia. The visit came at the request of

Gulf illness: Review of all research

AN INDEPENDENT review of published research relating to Gulf veterans' illnesses has been set up in an attempt to address health concerns.

The review, costing £75,000, will be carried out over three years by a team headed by Prof. Glyn Lewis at the University of Wales in Cardiff.

In announcing the review, Armed Forces Minister Dr John Reid said he believed it would inform the public debate on "this difficult and complex issue" and reflected the continuing commitment to address the concerns of sick Gulf veterans.

Blazer away

TRAINING vessels HMS Blazer and HMS Pursuer have visited Royan in France – a regular call for the ships since Gosport became twinned with Royan five years ago.

the Foreign Office, keen to build confidence between the two countries.

While Marlborough was alongside, the Syrian regional governor and the commander of their navy were briefed and toured the ship. Two receptions were held, one hosted by the British Ambassador and the other by the ship's officers.

Diving exercise

Members of the ship's company visited the Syria's naval college as well as Syrian warships, and a joint diving exercise was held.

Ceremonial was enhanced by the presence of the Pipes and Drums of the Royal Dragoon Guards, the ship's affiliated regiment, as well as buglers drawn from the ship's company and the Royal Marines Band Plymouth.

Latakia provided an ideal base for members of the ship's company

to visit historic sites, including Crusader castles and the city of Aleppo dating from 3000 BC.

When the British ships left, the commander of the Syrian navy and other VIPs sailed with Marlborough to witness a series of demonstrations, including a replenishment at sea with RFA Fort Victoria.

Marlborough sailed for the Mediterranean in May and before the visit to Syria took part in a Spanish joint maritime course exercise, and a US anti-submarine exercise off Sicily. Stand-offs have included Gibraltar, Toulon, Malaga, Cadiz and Catania.

Marlborough was returning to Portsmouth on July 31 for summer leave before taking part in the International Festival of the Sea (see pages 26-27).

Promotion changes bolster merit policy

A NEW promotion structure for Royal Navy officers is intended to ensure equal opportunity, and will end the General, Supplementary and Special Duties Lists when it is brought in on April 1.

Instead, officers will join on a 12-year Initial Commission, and from that common base selected applicants will transfer to a 16-year Career Commission, and then to a Full Term

Commission involving service to the age of 55.

The new system, recommended by the Independent (Bett) Review, has been designed to ensure that manpower levels at each rank match the Service requirement as closely as possible. Fluctuations in the requirement are 'smoothed out' over three to five years, aiding stability in appointments and bringing in a measure of predictability over the annual number of promotions.

In launching the new arrangements, the Second Sea Lord, Admiral Sir John Brigstocke, said the revised system reflected the best modern management practice.

"It is another step towards developing terms and conditions for the Royal Navy which will match the best available in civilian life," he said. "Improvements are also being made to the structure and management of ratings and Royal Marines careers."

Russians join the Dartmouth circle

YOUNG officers of the Russian and Royal Navies get together on the Quarterdeck of Britannia Royal Naval College, Dartmouth – from left, Aliphanov Kostya, John Conlin, Gusset Aulov, Michelle Ward, Ilin Aleksei, Iain Wood and Ivan Lobsky.

The Russian cadets were from the 8,000-tonne Russian Federation destroyer Bepok-

oiny, which spent four days in Plymouth as part of the RN's Outreach programme to Eastern navies.

The Russians, led by Admiral Vladimir Yegorov, Commander of the Baltic Fleet, were greeted in Devonport by Flag Officer Sea Training, Rear Admiral John Lippitt, Devonport Naval Base Commander, Commodore Jonathon Reeve, and the Russian Ambassador to the UK, Yuri Fokine.

A full programme of events was laid on, including a visit to Portsmouth Naval Base, joint tributes to sailors of the Arctic convoys, and cultural and sporting exchanges.

Bepokoiny participated in a joint search and rescue exercise with host ship HMS Norfolk after she sailed at the end of her stay.



First of the submarine Tomahawks reach UK

THE FIRST Tomahawk cruise missiles to arm Royal Navy submarines have arrived in Britain – ahead of schedule.

The cruise missiles completed their final check-out at a facility near San Diego, and were flown to the UK by RAF Hercules transport.

Among key staff present to receive them at the RN Armaments Depot at Beith in Scotland was Capt Ian Rankin, project manager for the RN Tomahawk system.

The Tomahawks are being bought from America, and so far all milestones in the three-year project have been achieved ahead of target dates, enabling the first live firing of a cruise missile from a British submarine – HMS Splendid – to take place in the autumn.

Leavers to get more jobs help

SERVICE people leaving the Armed Forces are to receive more help in getting civilian jobs.

A Career Transition Partnership (CTP) has been established through a contract between the Ministry of Defence and Coutts Consulting Group plc, and will start this autumn.

The CTP is seen by MOD as forming a keystone of its Policy for People, and is designed to support Service leavers' transition to civilian employment with individual packages of counselling, training and job-finding help.

The partnership was announced in Parliament by Armed Forces Minister Dr. John Reid who said the contract will run, initially, for five years.

It is the result of several years work by an RN study group and the recommendations of the Independent Review.

Gulf mine officer dies in stabbing

CDR Simon McCaskill, mine warfare operations commander at the time of the Gulf War, has died in a knife attack at his Edinburgh home.

His wife, Kit, also received serious knife wounds in the incident on June 21 and is being treated at Edinburgh Royal Infirmary. Their son Kenneth (26) was remanded in custody charged with murder and attempted murder.

Cdr McCaskill (57) was a former commander of the Tenth Mine Countermeasures Squadron which at the time was based at Rosyth.

He then became Cdr (Ops) to Commodore Mine Warfare, and was heavily involved in the preparations to deploy the minehunters HM ships Cattistock, Hurworth and Atherstone – the first Royal Navy vessels to leave Britain for the Gulf after Iraq's invasion of Kuwait in 1990.





The GANG PLANK Club

Summer holiday special!

CHAT PAD

A BIG CONGRATULATIONS to Sarah Lockie of Rotherham in South Yorkshire, Graham Pitt of Ashted in Surrey and Samuel Foot of Lancing in Sussex. They were all winners in our Royal Tournament competition. Well Done! Captain Plank sends a big thank you to Kayleigh Dyda for her brilliant picture of him. He's put it straight on his Cabin wall!

Hello to Laura Joyner, she's a keen cadet sea ranger and told me all about the exciting things she does at the regatta against the Sea Scouts.

Don't forget to enter our fab competition to win a Raleigh bike. Just read the story and find the treasure. You can see the real treasure map at Captain Plank's stand at the Portsmouth Festival of the Sea. So come and see us!!

The Festival takes place on 29, 30 and 31 August in Portsmouth Historic Dockyard. For more information, visit the Festival Web site: www.Portsmouth98.co.uk (telephone 0870 909 1998) or turn to pages 26 and 27!

SHIVER ME timbers, it's been a blowy old time on the water. So, I be looking forward to some sunny weather when I can put me boots up and look at me Activity Deck inside this 'ere paper.

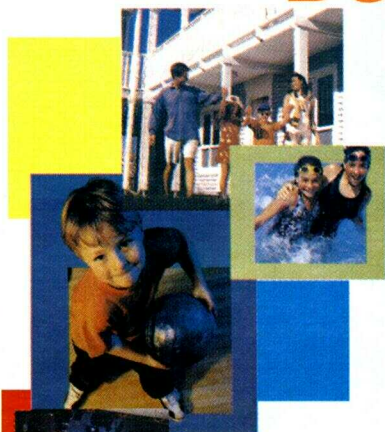
Me crew and I have been working right hard to get all the bits and pieces for your special summer edition and I hope you like it. I can tell you it was a bit strange inside that old submarine.

I'm used to taking in me sea air on deck and I don't think I would like to go to sea below them waves! But I did like the book about submarines and I am going to try to win one for myself.

Don't forget to read all about how to get afloat. I want to see all of ye on the water on me travels. I'll be seeing you in Portsmouth I hope and have a jolly summer holiday!



Butlin's WIN A 1999 BUTLIN'S BREAK



By April 1999 A staggering £139 million pounds will be invested into Butlins family entertainment resorts at Bognor, Minehead and Skegness.

With totally refurbished accommodation, superb new attractions such as Hotshots ten pin bowling and fabulous new entertainment venues, Butlins will bring you the very best in family fun. Central to this whole investment will be the impressive new Skyline Pavilion, a weatherproof canopy structure, equivalent to the size of Wembley football pitch, which will house a wealth of entertainment, street entertainers, cafes and bars.

ANSWER THE FOLLOWING QUESTIONS AND YOU COULD WIN A weekend or Midweek Break for 4 persons in self catering accommodation. Valid during the 1999 summer season at Bognor Regis, Minehead or Skegness. Subject to availability. Cannot be exchanged for cash and strictly non-transferable.

QUESTIONS:

- 1) How much is being invested into Butlins?
- 2) Name the new weatherproof canopy

NAME
ADDRESS
POSTCODE
TEL

Send your completed form to 'The Gang Plank Club', Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH. Closing Date 30th Sept 1998 The Judges decision is final. Employees and relatives of the Navy News are ineligible for this competition.

Top tips for a safe summer

THE GANG Plank Crew are all set for their summer holidays; destination unknown!!

While they were packing their suitcases they came up with some top tips for a safe summer which can be applied to holidays in this country or abroad. Here are some of them:

- Remember to protect yourselves in the sun, wear a hat, slap on some sun-cream and try and avoid being out in the sun between 11.00 am and 3.00 pm.

- Enjoy your summer picnics and barbecues but make sure you dispose of any litter carefully.

- Don't leave your pets in the car. (That suggestion came from Technocat of course!)

- Take care when cycling on roads; wear your helmets and use your hand signals.

- If you're swimming in the sea keep an eye on the shore; it really is amazing just how quickly you can find yourself floating out to sea.

The first 40 Gang Plank members to write in will receive a tube of factor 25 sun-cream, generously donated by Boots The Chemists.

INSIDE

- Personality picnics
- Technocat in Webland
- Have fun afloat
- Treasure hunt
- Win a new bike
- Jokes
- Nautical wordsearch
- Colouring-in
- Competition winners
- The Submarine Museum



August birthdays

Bradley Waddington, Alasdair Naisbett, Andrew Naisbett, Gregory Jackson, Kim Hillyard, Steve Choules, Simon Williams, David Eldridge, Michael Wilkes, Nigel Smith, Alexander Grigg, Craig Lewis, Bertie Brown, Jason Haddock, Graham Lucas, Thomas Rowe, Felicity Johnson, James Hamlyn, Aaron Martin, Sheryl Poller, Julie Purslow, Jessica Wheeler, Sophie Beverley, Chloe Greenfield, Thomas Jenkins, Benjamin Alaimo, Emma Reid, Jennifer Hall, Gareth Morris, Victoria Cripps, Paul Sutcliffe, Daniel Wright, Alexander Hopkins, Nina Purewal, Kelsey Hodgetts, Aaron Newport and Lee Samuels.



CAPTAIN PLANK'S

Personality picnics

WE ASKED some personalities to put together their all-time favourite picnics. Their ideas will have you positively drooling! Why not have some fun putting your own picnic ideas together. The more zany the better!



ADAM RICKITT

"Cold chicken drumsticks on a beach in Hawaii at sunset, with Champagne, smoked salmon and orange jelly. Orange jelly is my absolute favourite!"



JOHNNY HERBERT

"Tomato, mozzarella and basil sandwiches with olive oil, chicken fingers, scotch eggs, celery and carrot sticks and a piece of my favourite lemon meringue pie."



LT CDR FRANK NOWOSIELSKI
THE COMMANDING OFFICER OF
NELSON'S FLAGSHIP,
HMS VICTORY

"For my favourite picnic I would have to bring melon balls,

Marmite and peanut butter sandwiches, individual pork pies, sausages on sticks, sour cream and cheese Pringles and chocolate eclairs with lots of cream, and I'd swill it all down with plenty of grapefruit squash!"

The Adventures of Technocat

ALL GOOD Gang Plank members will know that Technocat has a computer on board ship and regularly taps into the Internet.

Well, one fine morning, just as the ship was entering new and strange waters, Technocat switched on his computer and logged on to the Internet. He used his very own password, Whiskers!

Just as he began surfing the net a very strange feeling came over him. His tail began quivering, his whiskers began to glow and he felt himself getting smaller and smaller.

Suddenly his CD ROM tray opened and he felt an irresistible urge to climb on to it. He slowly unfolded his paws, stretched his back legs, arched his tail and climbed into the tray.

No sooner had he done this than the tray shut and the CD drive began to spin, round and round and round. Technocat was just starting to feel a bit "CD-sick" when suddenly everything stopped.

Looking around him, Technocat could see nothing but a tiny light in the back of the CD drive. Not wanting to start going round and round again, he edged towards the light and found it was an opening.

He really hoped he was small enough to wriggle through it. Surprisingly, he fitted easily and climbed out on the other side.

Technocat emerged into a huge cavern of boxes and wires. He was amazed! He was in a very strange land indeed. All around him were big trunks of cable, in bright colours, and huge black boxes with writing on them.

There were some very sharp, silver points, too, and he made a note to be careful not to put his soft paws on one of those.

Just as he was beginning to take in his new surroundings he sensed something was going to happen. (All cats are good at sensing things, but Technocat is particularly good at it). He crouched down quickly and pricked up his ears.

From far across this incredible land he heard some chattering, then he saw some tiny, tiny figures. They looked just like ants but they had round, pink faces just like humans.

They were so busy chattering away they didn't even notice Technocat who was far above them on the shelf at the back of the CD drive.

By Tracey Clarke

Technocat watched them for a while but he was now getting a bit worried about his very small state and decided he ought to find out just where he was and what was happening.

He thought the creatures might be able to tell him. With a twitch of his whiskers he let out a quiet mew, or so he thought. The sound echoed around the walls and bounced off all the black boxes. It was enormous, so bad Technocat covered his ears with his paws.

The creatures stopped dead in their tracks and looked up. Then one of them ran straight up a column to reach him. "Take your paws away from your ears," heard Technocat. Technocat was too scared. "Take your paws away from your ears, it won't hurt, stupid!!"

Well, Technocat was very highly thought of on board Captain Plank's ship, and no-one had ever called Technocat stupid. He gently took his paws down and stared coldly at the creature.

He was just about to reply to this "thing" which had called him stupid when he heard it say "Oh no, don't SAY anything." Well, actually, although Technocat heard those words he didn't SEE the creature SAY anything because it didn't appear to move its mouth at all.

Then, before Technocat could try and make sense of this, he heard this "Look here, Technocat, you are in Computerland now, you don't have to use your paws, mews or cries to be understood, you just THINK what you want to say. It's all part of our special Techno-

speak. Don't be worried, you're very safe here. Because you are a Technocat we decided to let you have a look round."

Technocat felt very relieved and took a deep breath. In fact, he very nearly purred but stopped himself just in time. This was all very weird. In fact he thought he could be dreaming. "You're not dreaming". Technocat jumped.

Of course, Technocat thought, this creature had just said I only had to think to be heard. "Gosh," he thought, "I had better be careful what I think." The creature responded "Not really, you just have to make sure you separate your thoughts into SPEAK and PRIVATE."

Technocat tried it. First he thought of SPEAK and then he thought "Don't call me stupid, I am a very intelligent cat and I don't like being spoken to like that!"

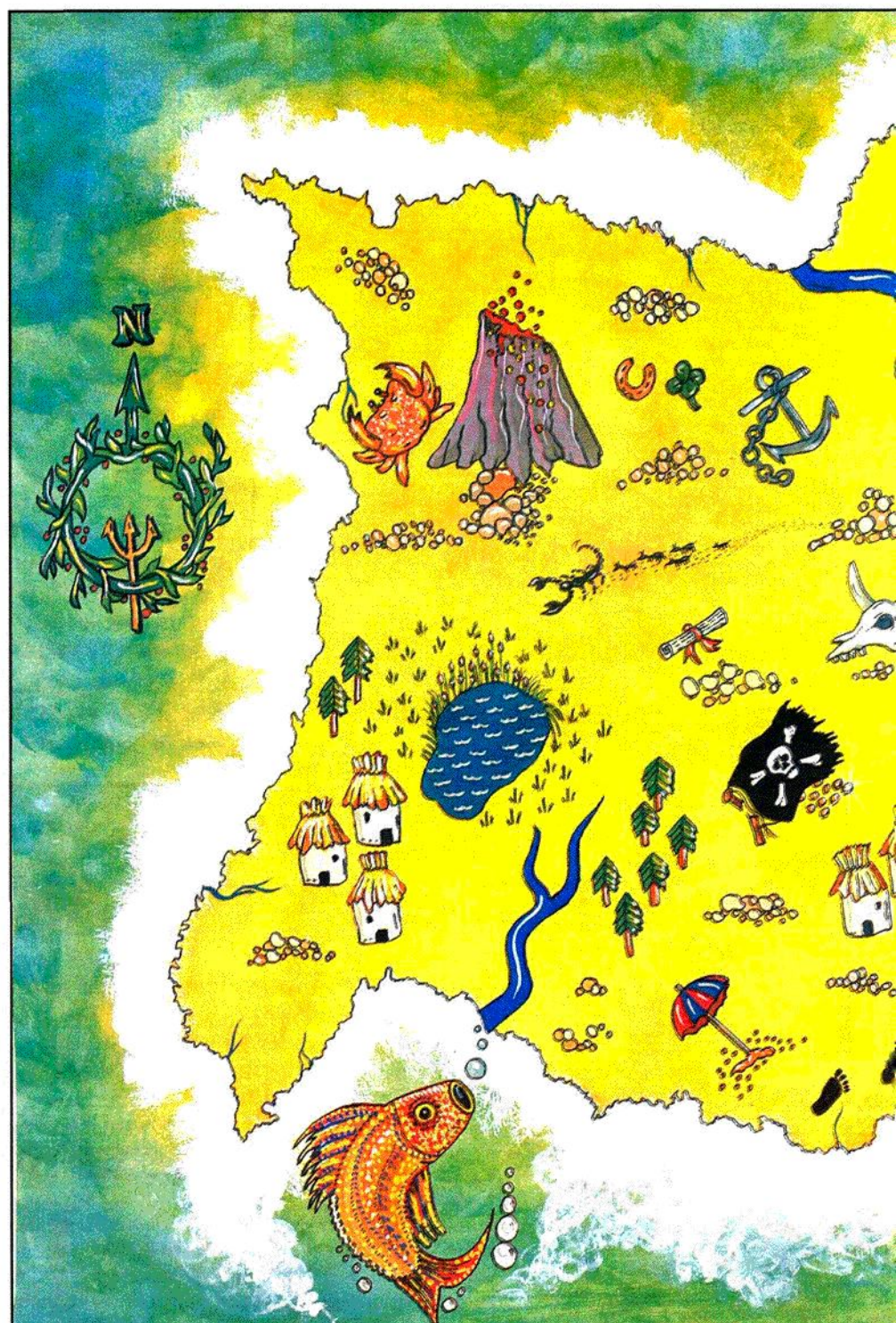
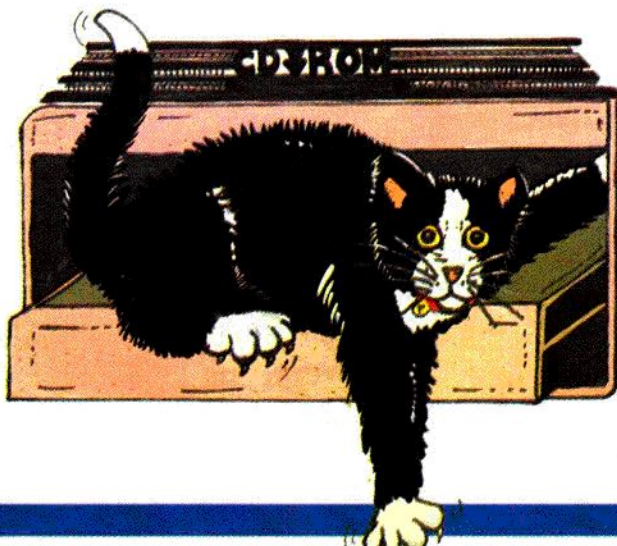
SILENCE. Technocat was a bit disappointed, he liked learning new tricks but it didn't look like this one had worked. He sighed, and almost made a small mew of frustration but remembered the awful echo just in time. Then he heard a sound.

"Sorry I called you stupid, I just had to get your attention quickly to stop you making any more noise. I know you're intelligent, I always enjoy the information you give me. By the way, I am the Chief Byte, Memog is my name."

Technocat was so proud of his new-found ability that he tried again "Where do you live, what do you do?"

Memog replied "I and the rest of us live in your computer, we take all the information you give us and store it for you. When you want it back we find it for you in the blink of an eye."

To be continued...



Have fun afloat!

EVER SAT feeling bored on a beach or riverbank and looked out at someone flying across the water on a windsurfer or paddling along in a canoe? It looks like fun but you probably wonder how to get started in WATERSPORTS.

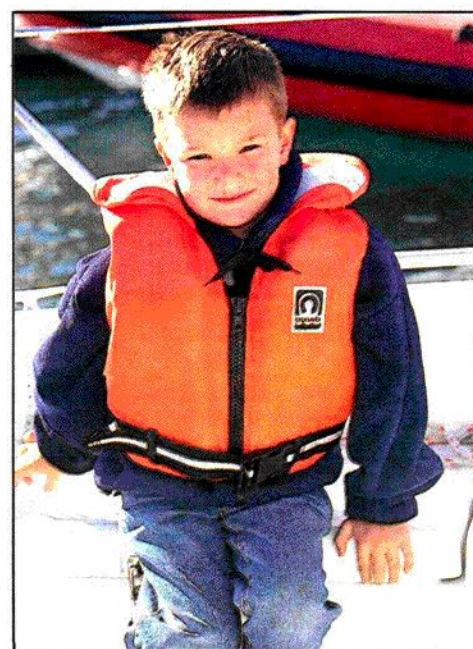
The world of boating and watersports offers a huge range of fun, exciting sports and pastimes for people of all ages to enjoy. Many watersports are activities which can be learned in pairs or groups so you're not out there on your own. However, once you have learned the basic skills to handle the craft of your choice, you'll have the freedom to captain a boat, windsurfer or canoe all by yourself.

Getting started

To start having fun afloat you need to look for somewhere to learn. Chances are there will be a sea school, yacht club or watersport centre nearby so call Boatline on 01 784 472222 and they'll post you lots of information - and it's FREE.

Once you've found your nearest club, go along and have a look at what they've got to offer. They'll usually have a range of activities to choose from, depending on where they are and how big they are. You can then think about joining the club or school either by yourself or with friends or family.

After only a few sessions on a dinghy, windsurfer or canoe at your club you'll begin to feel more confident and you can start entering competitions and races held at the club and take exams in boat handling to get qualifications from the Royal Yachting Association.



Before long you'll probably want to have your own windsurfer, canoe or dinghy, and there are always plenty of good second-hand craft around to buy through the club or in boating magazines.

As these are not very expensive - you can easily get a starting canoe for around the price of a Nintendo 64, and for the price of a computer you could get a dinghy!

S ACTIVITY DECK



Find the hidden treasure and you could win this Raleigh Max bike



Treasure map clues

THIS IS your chance to win a Raleigh bike.

All you have to do is read the story, guess where the treasure is buried, mark it with a cross and send us your map. The first correct answer out of the hat wins the fabulous bike!

Ancient tales have it that on yonder DRIVER ISLAND there be buried treasures of untold worth. Captain Plank has decreed that ye shall have but ONE DAY on Driver Island to find ye the treasures!!

Set ye sail by ye boat and row ye hard to ALBERT'S COVE. Ship ye your oars and turn to the WEST. You'll take but a few paces afore ye shall find the ancient settlement of the ALLAWAY TRIBE. Ye tribe has long gone but ye should search carefully in case the treasure be buried in their huts.

Your search is in vain and ye shall travel on past ye JOLLY ROGER.

Take a few paces to the NORTH where you will find a relic of the famous Driver Island hunter, ANGUS THE TERRIBLE. If you dare, you should lift the bones of Angus's last supper to check whether the treasure be there.

No luck, me hearties.

Turn to the EAST and find the wooden bridge as shall cross the LAUREEN STREAM. Travel ye on until ye shall find yonder giant starfish. Check ye again whether

the treasure be buried beneath.

The treasure be not there, so to the SOUTH ye shall toil over the BLUEBEARD HILLS. Should ye wish to dwell a while and build a sandcastle, feel free, but remember you have little time left to find the treasure. Remember to pick up the spade, Gang Plank members!

Cross ye back over the LAUREEN STREAM and head ye to NELSON'S VOLCANO, but approach ye not for it be bubbling and hot!!

Don't forget, ye Gang Plank members, to pick up yon FOUR LEAF CLOVER for it shall bring ye luck AND avoid ye the giant crab what lurks behind yon Nelson's Volcano. With spade in hand head ye again to the SOUTH.

Dare if ye will to battle with the black and deadly scorpion for if ye win, the SCROLL shall be yours to read. Lo and behold the scroll reveals:

To find the treasure take your spade, look to the footprints in the sand and use them to measure 9 PACES DUE SOUTH, past the pirate flag. On reaching the coast, turn EAST and walk for TWO PACES; dig and reveal the treasure!

Send your entry with your name, age (under 12) and address to: The Gang Plank Club, Navy News, HMS Nelson, Portsmouth, Hampshire PO1 3HH. The closing date is September 30. The judge's decision is final and no correspondence will be entered into. Employees and relatives of Navy News staff are not eligible.

Joke strip

What do you call a cow that eats grass?
A lawn moo'er!

What goes zubb zubb?
A bee flying back-wards!

Why did the dinosaur cross the road?
Because chickens were not invented!

Why do bees hum?
Because they don't know the words!

What do you give a pig with a rash?
OINK-ment!

From Aaron Currie (10):
Why does a mouse have to oil his armour?
Because it might squeak!

From Joseph Campbell:
What do you get if you cross a chocolate bar for something that flies?
An Aero-plane!

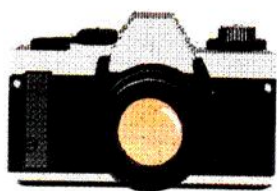
From William Broadway:
How does Old MacDonald spell farm?
E-I, E-I, O !!

R	L	C	W	B	Q	J	U	V	P
O	V	P	I	R	A	T	E	C	W
B	U	A	X	Q	B	S	X	G	L
I	S	E	A	V	D	F	J	A	T
N	Z	E	K	T	R	G	L	L	A
S	C	O	M	P	A	S	S	L	V
O	F	B	K	A	E	H	O	E	M
N	T	D	O	U	B	L	O	O	N
C	S	A	N	K	K	T	S	N	P
R	A	S	X	F	C	P	M	D	T
U	L	X	K	N	A	L	P	Q	Z
S	T	C	B	T	L	B	J	K	P
O	F	L	A	G	B	V	Y	Z	P
E	Z	M	W	R	G	L	M	S	I
N	T	R	E	A	S	U	R	E	H
R	K	W	V	P	K	J	P	Q	S

Nautical, but nice!

ALL THINGS nautical lie hidden in the word-search above. Can you find the words listed on the right? Some are the right way up, some are backwards and some are upside-down. Happy searching me hearties!

1. ROBINSON CRUSOE
2. SHIP
3. PIRATE
4. COMPASS
5. FLAG
6. DOUBLOON
7. TREASURE
8. SEA
9. GALLEON
10. BLACKBEARD
11. PLANK
12. SALT



Happy holiday snaps

If you have some funny or unusual snaps of your holidays then send them to Captain Plank.

If your snap is chosen to appear on the Gang Plank page you could win a photo album to keep all your snaps in. Don't forget to give your picture a title, and if you make it funny it will keep Captain Plank happy.

(It is difficult for Captain Plank to return your snap so please make a copy and keep the negative)

WIN TICKETS TO THE BOAT SHOW

DRAW US a picture of your favourite watersport and you could win tickets to a boat show!

If you want to buy any thing new from the world of boating or if you just want to find out more about it, the best place to go is a boat show.

The Southampton International Boat Show in September offers a fantastic day out with loads to see and do including over 800 boats, races, demonstrations, special offers and the chance to go boating for free, choosing from 30 different boats.

We have five pairs of tickets to give to the five best drawings sent in by Gang Plank members. Drawings should be on A4 pieces of paper and you should write your name, address and membership number on the back. Get Drawing everyone!!

TICKETS

Southampton Boat Show is on from 12-20 September and tickets can be bought in advance by calling the ticket hotline number on 0121 767 4600. Tickets can also be bought on the door for £8.50 per adult, each of these tickets allows two children under 16 in free.

Year of the submarine

History, science and fun – all in the same place!

You may not know, but the Royal Navy has designated 1998 as the year of the submarine, and to celebrate we visited the Royal Navy Submarine Museum in Gosport, Hampshire.

The museum is situated next to the water, in Portsmouth Harbour, on the South Coast of England. It is neatly sandwiched between two Naval establishments, HMS Dolphin, the Naval submarine base, and Haslar military hospital.

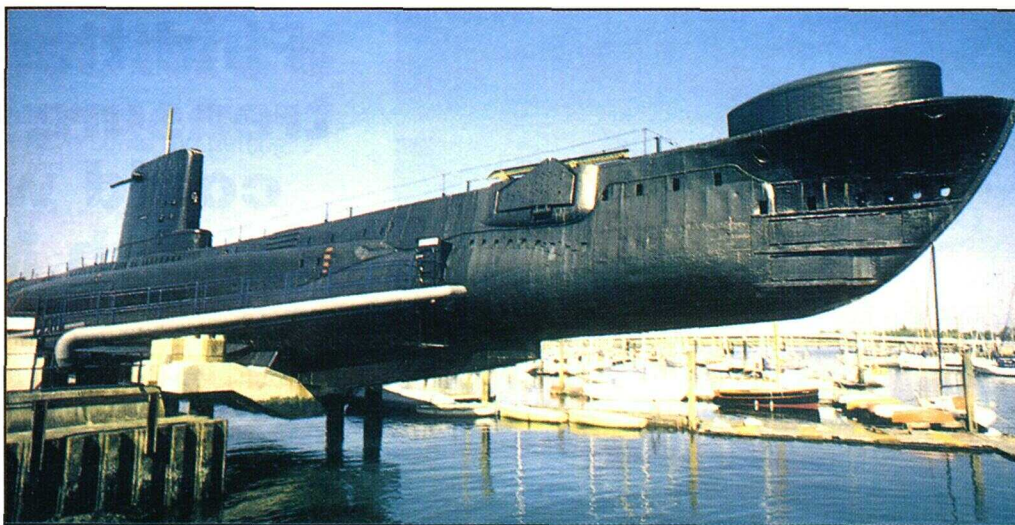
When we visited the museum the first thing we saw were some building works on a pathway. These turned out to be the restoration of some original rail tracks which took a strange contraption from the jetty in the harbour, up the hill, through what is now the submarine museum, and under an archway to the hospital.

Stretchers with sick sailors and soldiers were placed on the contraption, pushed up the hill and delivered into the hands of the waiting doctors and nurses. Looking at the tracks it was fascinating to imagine the scene, I bet they were glad to get to the top of the hill!

The Royal Navy Submarine Museum, Gosport, Hampshire

This piece of history is just a snapshot of the kind of exciting historical facts you can find out at the museum.

When you look around the two-storey museum you can get a real flavour of life at sea in a submarine. It has lots of great submarine facts, bits and pieces from submarines and some excellent models. In the film theatre which feels, and smells, just like a submarine,



you can see a short movie about life under the oceans.

But, by far the most impressive sight of all is the real-life submarine, HMS Alliance (above). It towers above you as you go around the first corner. And not only is it impressive outside, you get to go INSIDE, and with one of the special guides who have actually been to sea in a submarine. It's amazing, everything has been left just as it would have been, even down to the rather stuffy and horrible smell!! Everything is there except, of course, the live torpedoes - just in case!!

Awesome

If you like history or science or both, you will love the information on nuclear submarines. You can see pictures of the awesome Russian submarines. Look at the big diagram which explains how nuclear power is made and get the feel of a nuclear submarine's operations room, complete with periscope! And when you see all this you can really imagine how these incredible machines may actually have prevented a nuclear war!

When you've finished browsing round in the museum you can take a walk around outside where there are all sorts of great things like mini-sub and old torpedoes which you can actually sit on! There's also a shop with masses of things to buy, costing from a few pence to an awful lot! If you get hungry or

thirsty there's a little cafe which sells all sorts of goodies and has some good submarine pictures on the wall.

We really enjoyed our visit but don't take our word for it. See what the pupils from Edward Bryant school in Bognor Regis had to say ...

WHAT YOU SAID:

KATIE Symes-Moore, Stephanie Cardwell, Scott Jackson, Oliver Lang and Sam Missellbrook (all 11) had this to say about their trip to the Submarine Museum in Gosport:

Oliver Lang: "I don't like the thought of submarines having to go to war and destroying ships, but I enjoyed the museum as there was plenty to see".

Scott Jackson: "The museum gives a good insight into what the Royal Navy does".

Stephanie Cardwell: "I thought the submarine was very cramped inside".

Sam Missellbrook: "I may consider joining the Royal Navy and becoming a submariner when I grow up".

Katie Symes-Moore: "I found the museum very interesting and particularly liked the display of medals".

Submarine fact file

● The first successful submarine attack in naval history took place during the American civil war. The simple submersible managed to blow up a ship, but sank to the bottom immediately afterwards!

● The man responsible for designing the first really successful submarine was John Philip Holland. His *Holland I* formed the basis of all submarines which followed.

● Submarines often carried mice. These would warn the crew if dangerous fumes were leaking into the boat – if a mouse fell unconscious it was time to act quickly!

● The largest submarine is the Russian-built Typhoon. She is 562ft long.

● Nuclear powered submarines can go for many, many months without surfacing. They are only limited by the amount of food they can carry.

Win a submarine book

WE HAVE 50 exciting submarine books, written by a real submarine captain, to give away to lucky readers of our summer holiday edition.

All you have to do is write to Captain Plank and tell him your suggestion for a name for a new submarine. It could be something to do with water, or perhaps a name to give courage to the submariners like the name **RESOLUTION**. We will pick the best 50 names and the winners will each receive a book. **GOOD LUCK!**

Membership Application Form

Please enrol me as a member of **The Gang Plank Club**. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name

Address

Postcode

D.O.B. Tel No.

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Who does this copy of *Navy News* belong to?

Parent ☐ Grandparent ☐ Other ☐

We will also accept payment by:-
Visa, Solo, Delta, Access, Mastercard or Switch

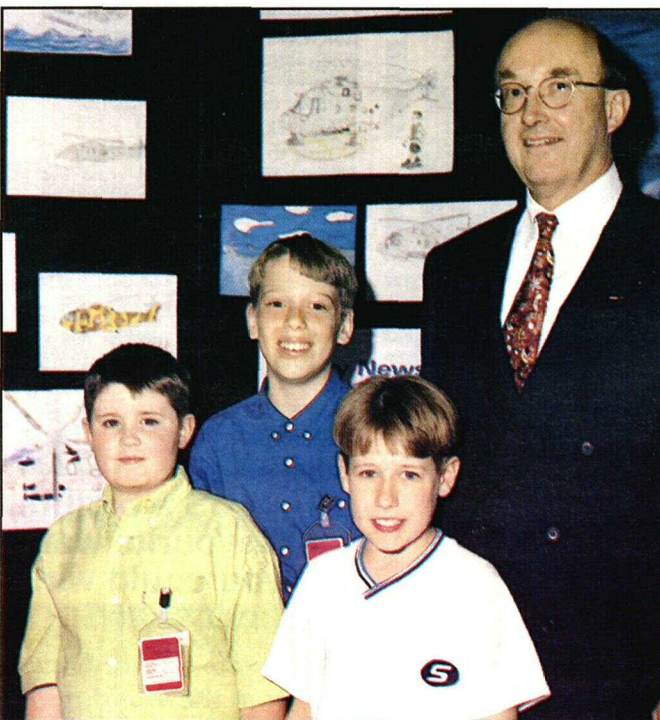


JOIN THE GANG PLANK CLUB AND YOU WILL RECEIVE A GOODIE BAG SIMILAR TO THE ONE SHOWN.

Send your completed form, together with a postal order/cheque for £3.25 to: **Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH.** If you would like any further information before applying, call 01705 733558 or 01705 826040 (24-hour answerphone)

MORE LUCKY WINNERS!

● The winners of the Lockheed Martin Merlin competition are (left to right) **Ben Young, Chris Rowland and Ashley Johnson**. They were presented with their prizes by the Managing Director of Asic Lockheed Martin UK, **Peter Schultz**.



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